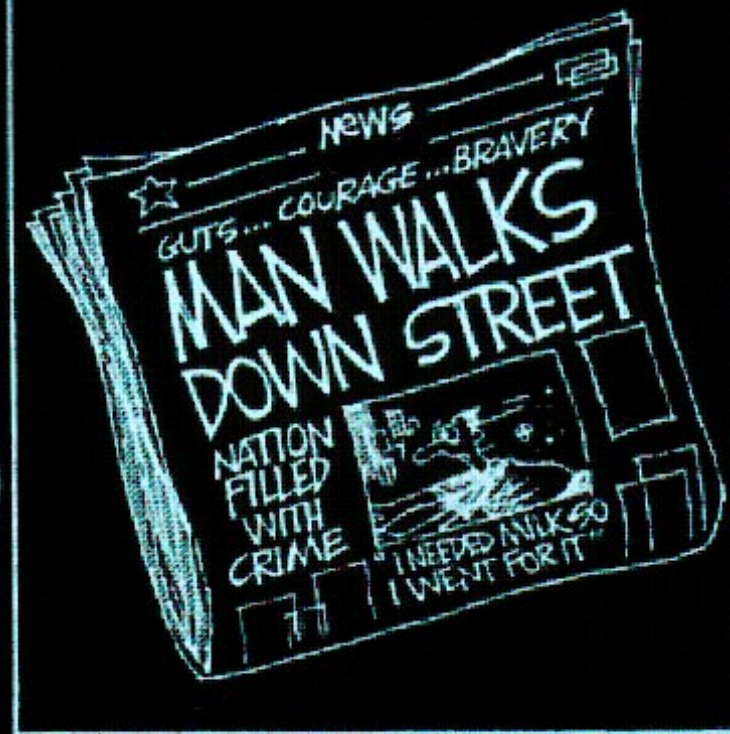


35th Anniversary of Walk

1969



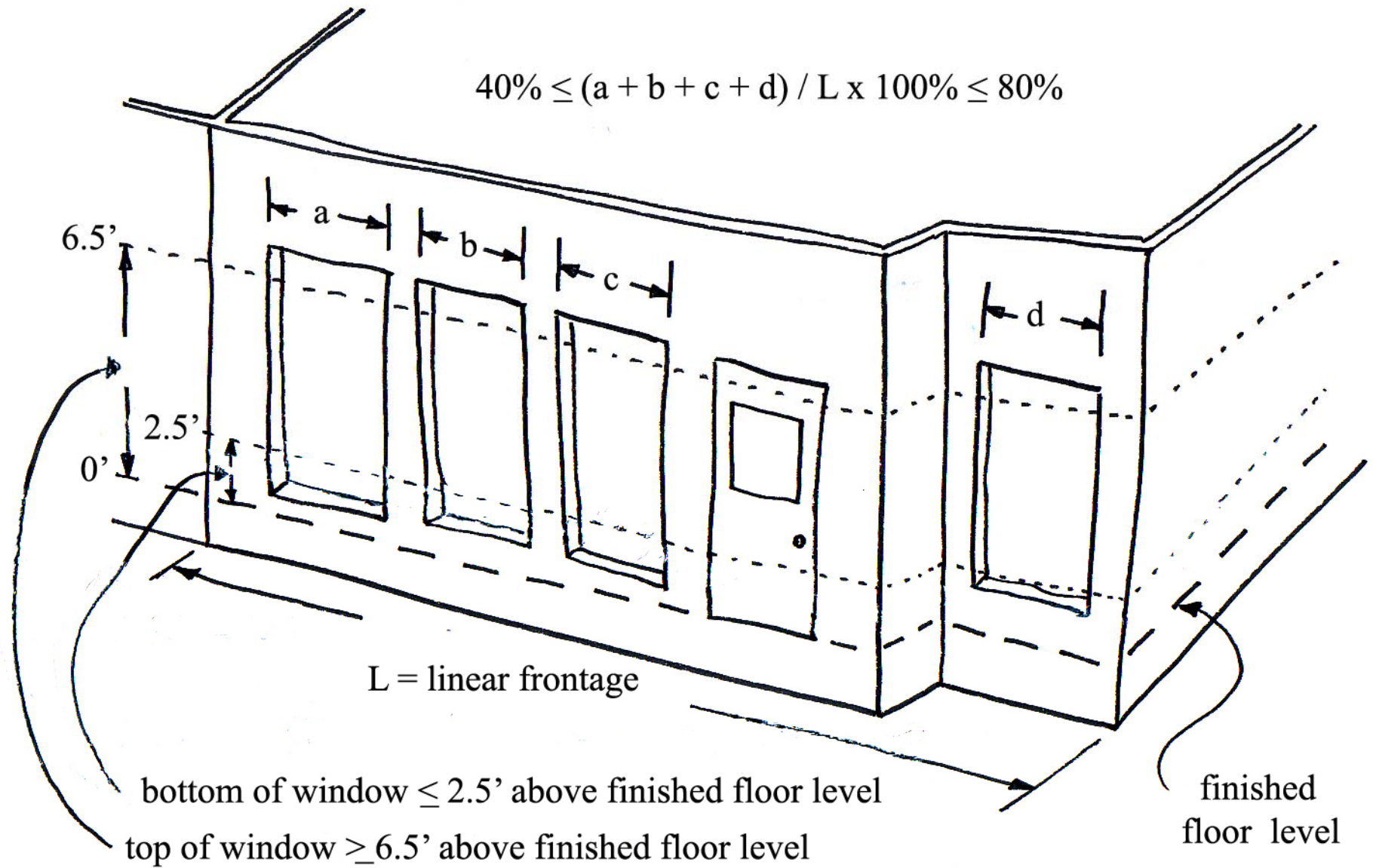
2004





Pedestrians are to urban spaces
As canaries were to mines

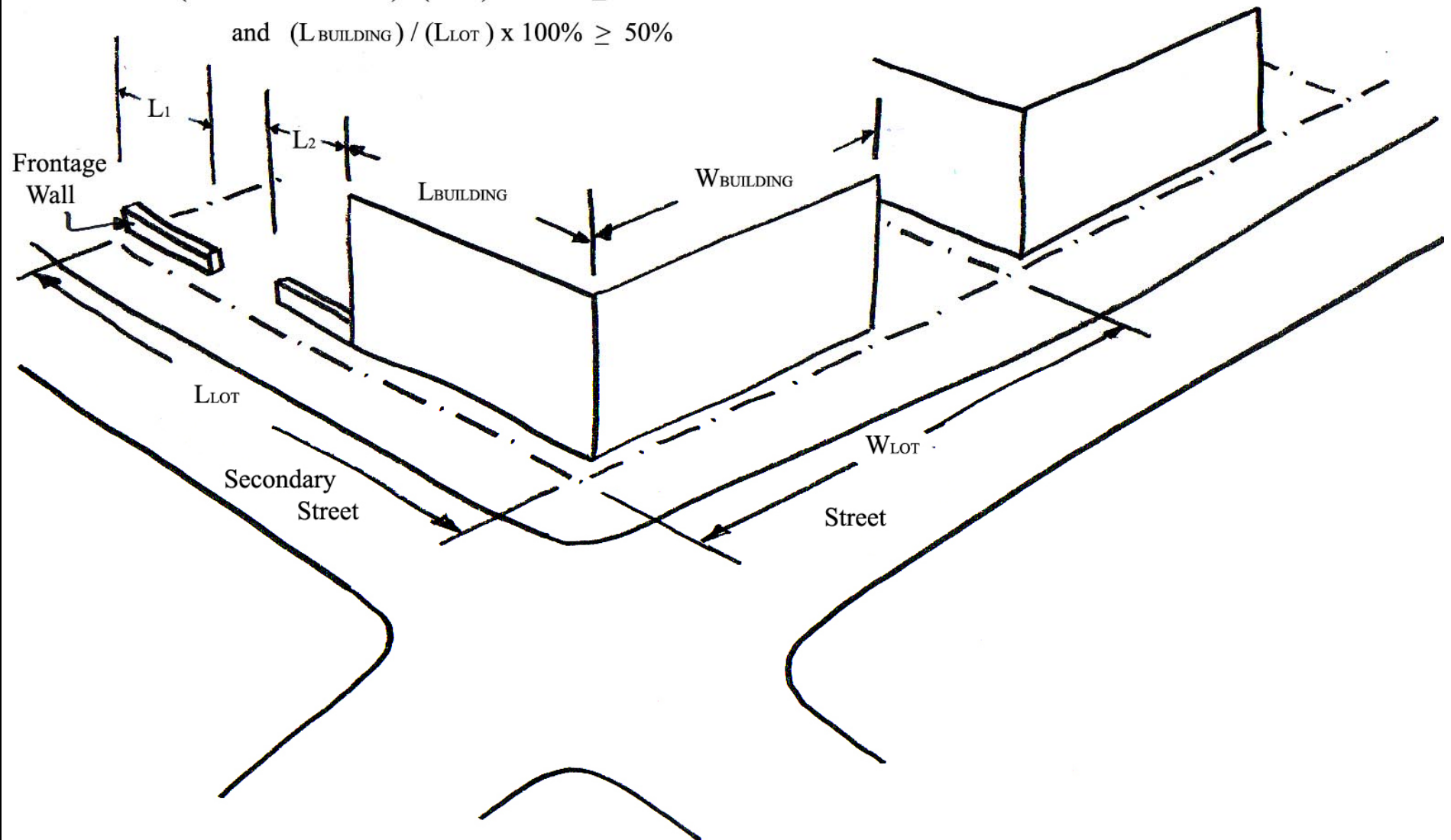
$$40\% \leq (a + b + c + d) / L \times 100\% \leq 80\%$$

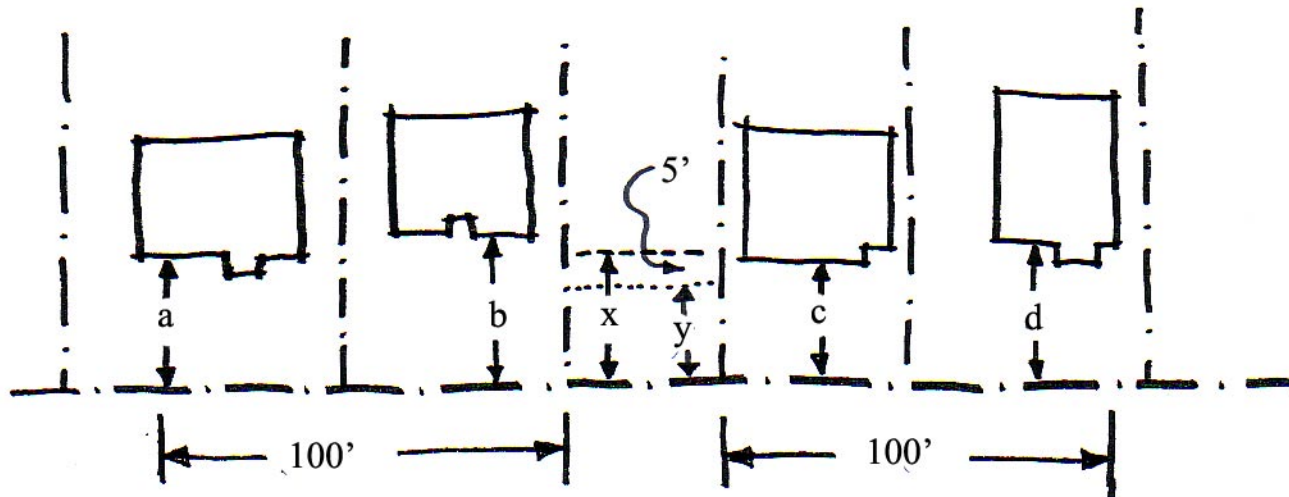


$$(L_{\text{BUILDING}} + L_1 + L_2) / (L_{\text{LOT}}) \times 100\% \geq 75\%$$

$$\text{and } (L_{\text{BUILDING}}) / (L_{\text{LOT}}) \times 100\% \geq 50\%$$

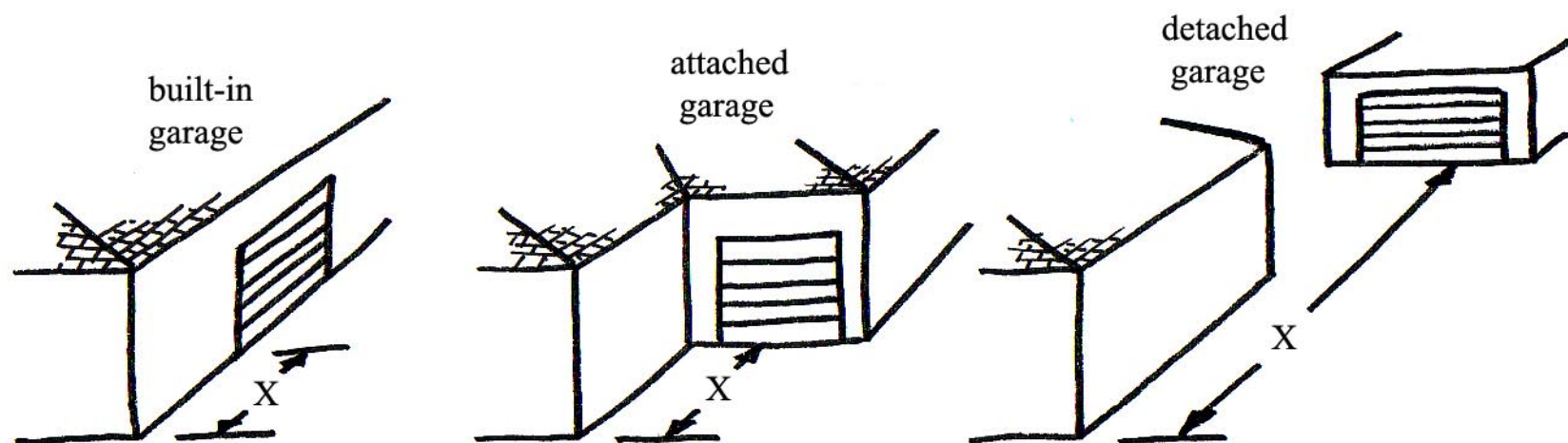
$$(W_{\text{BUILDING}}) / (W_{\text{LOT}}) \times 100\% \geq 75\%$$



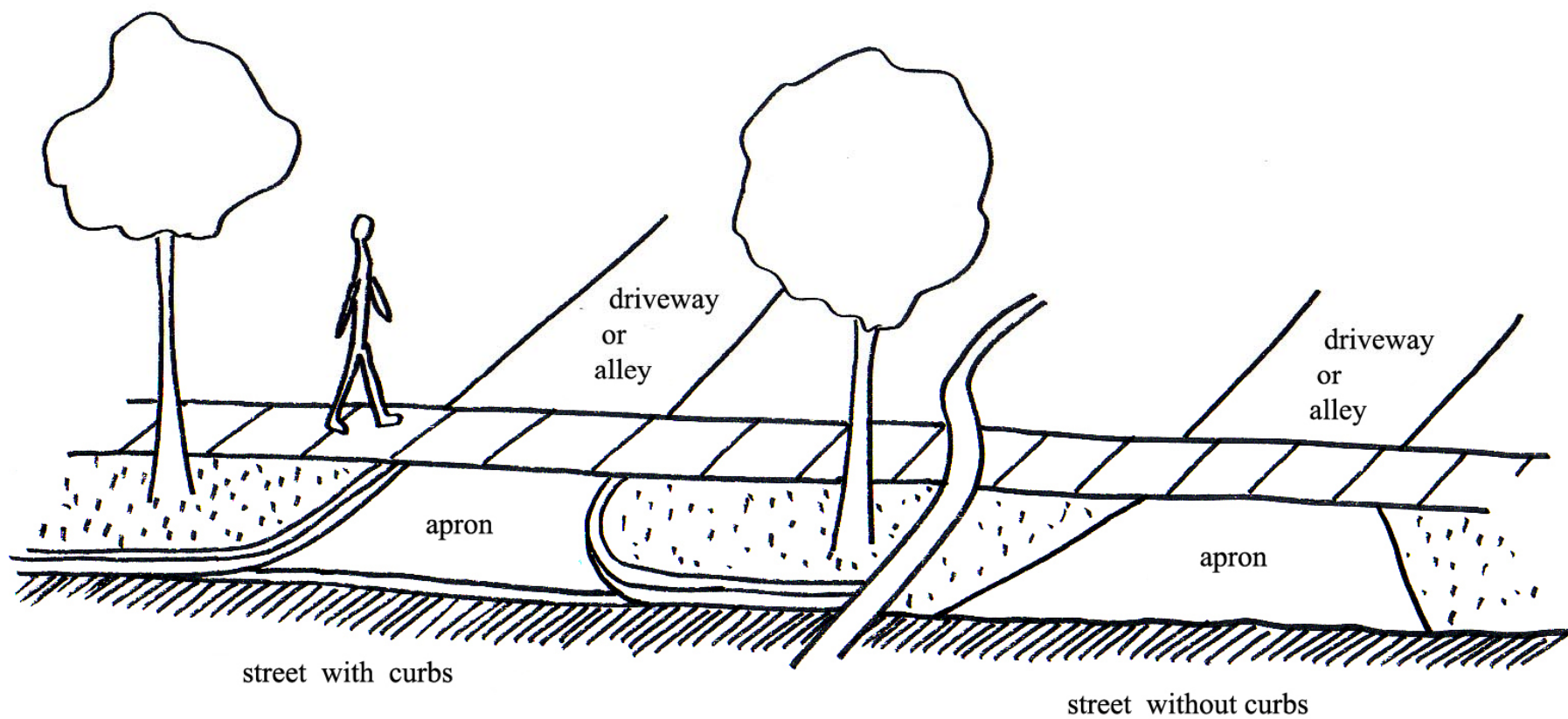


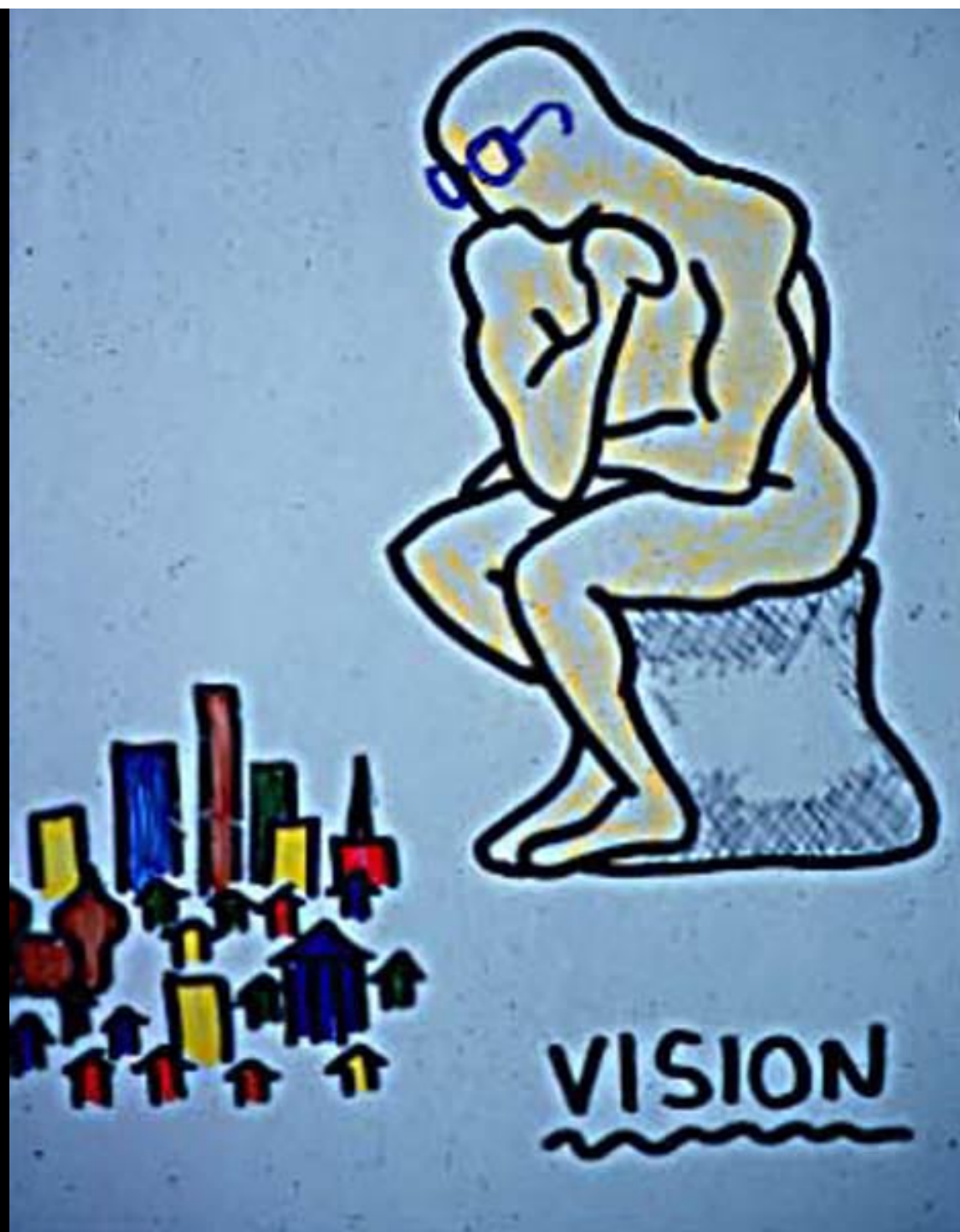
$$\begin{aligned}
 x &= (\text{sum of setbacks of adjacent buildings}) / (\text{number of adjacent buildings}) \\
 &= (a + b + c + d) / 4 \\
 &= \text{maximum setback}
 \end{aligned}$$

$$\begin{aligned}
 y &= \text{minimum setback} \\
 &= x - 5'
 \end{aligned}$$



$X \geq 20'$ (for RL districts) and $X \geq 40'$ (for R1, R2, and R3 districts)



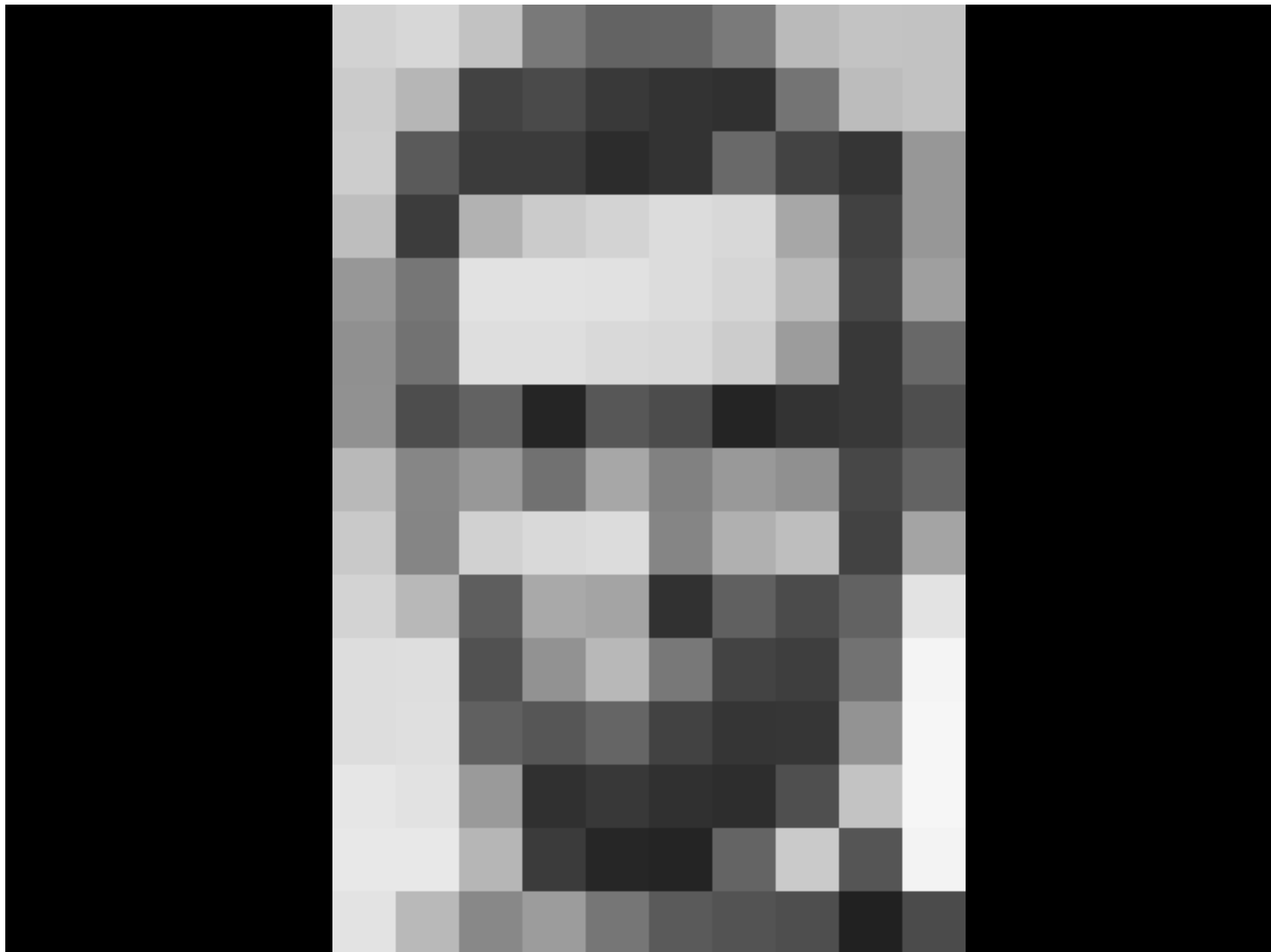




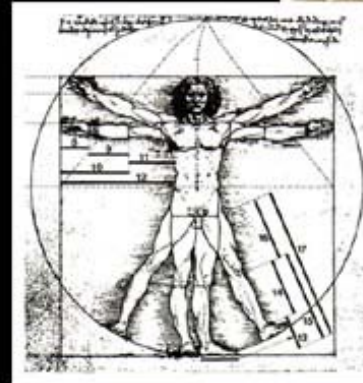




























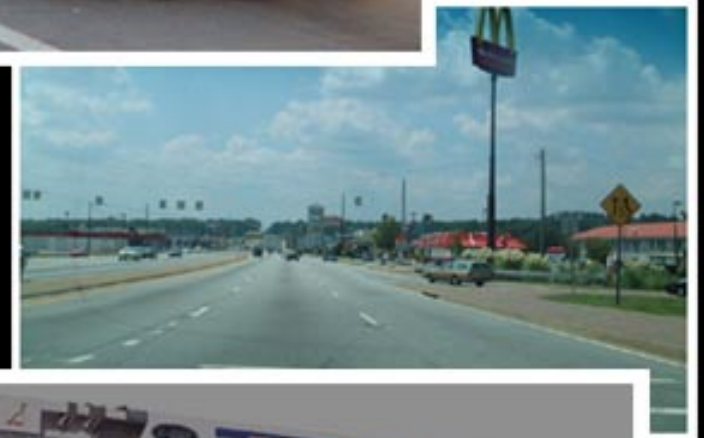


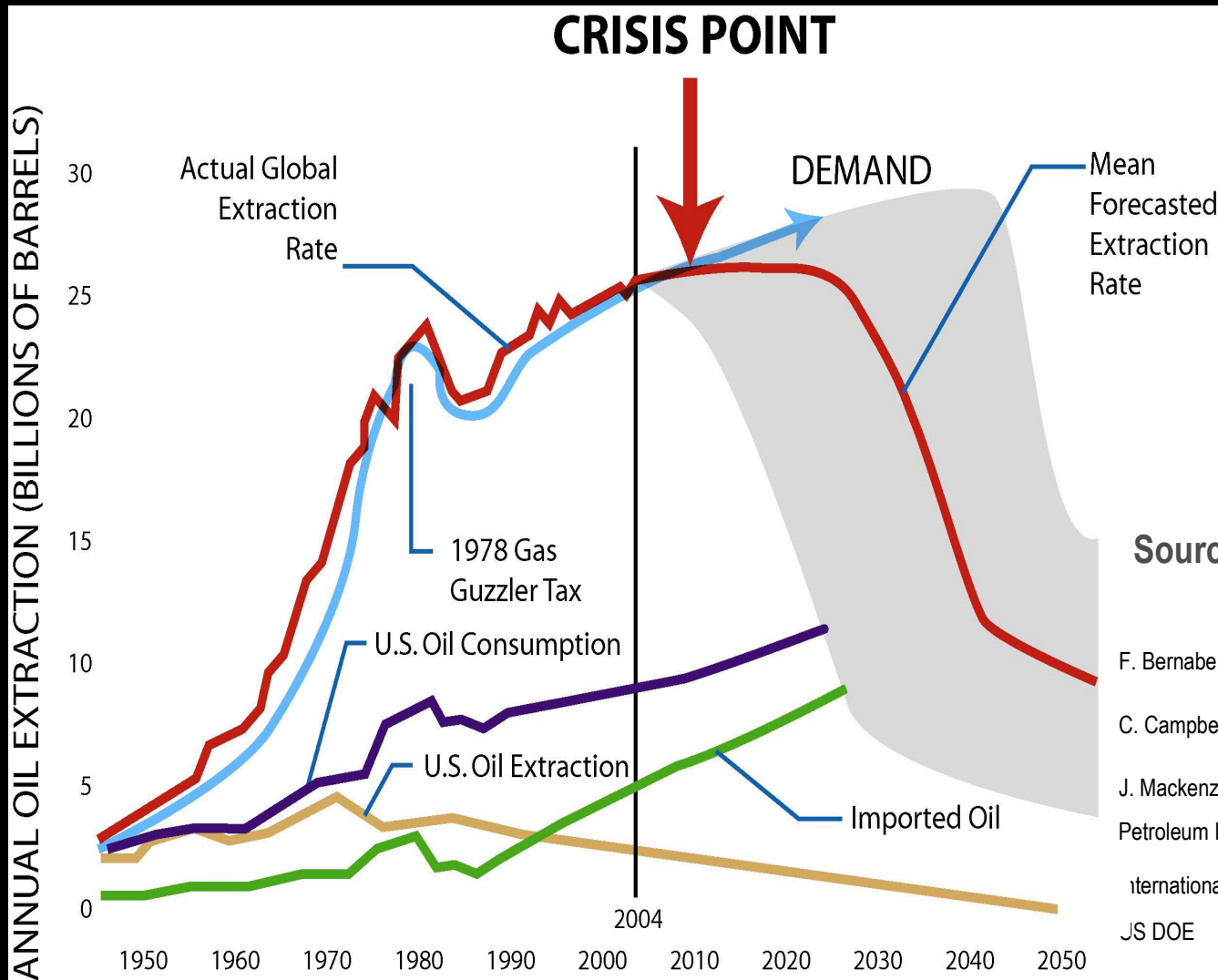






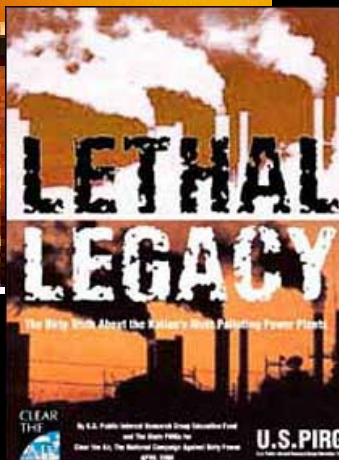
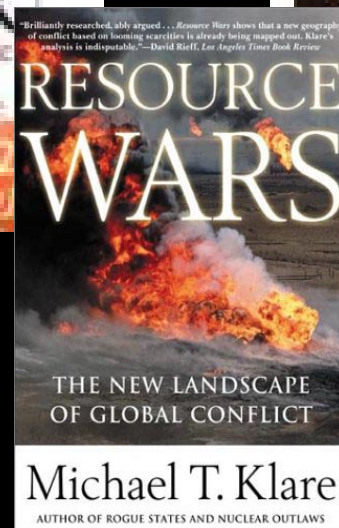
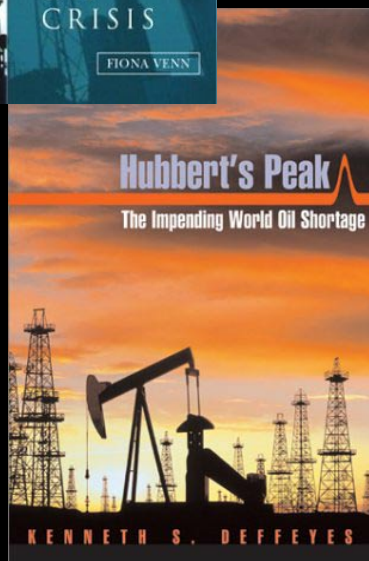
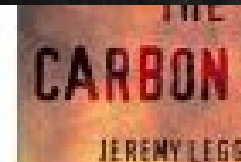
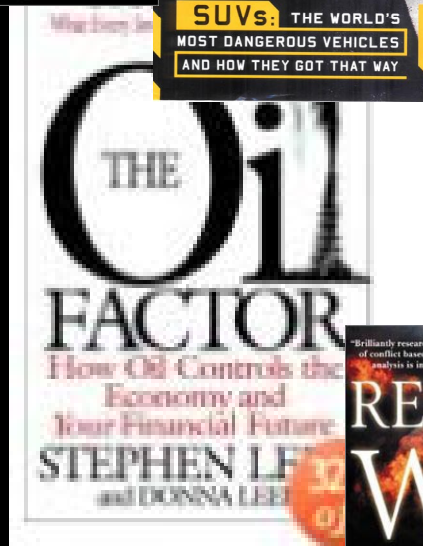
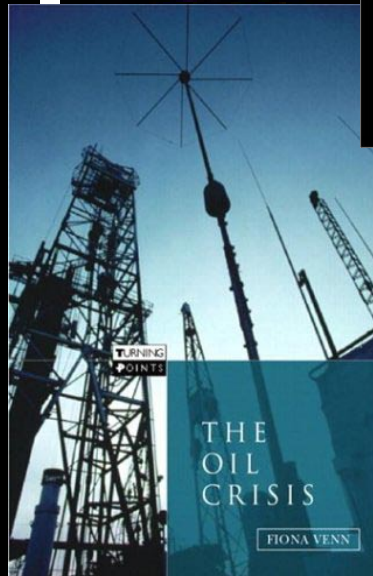
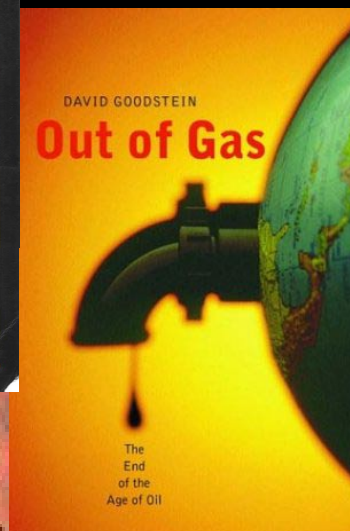
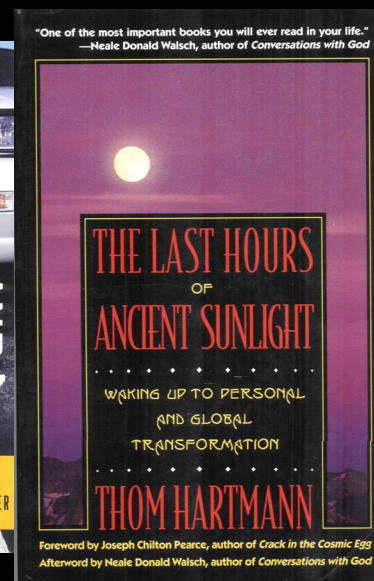
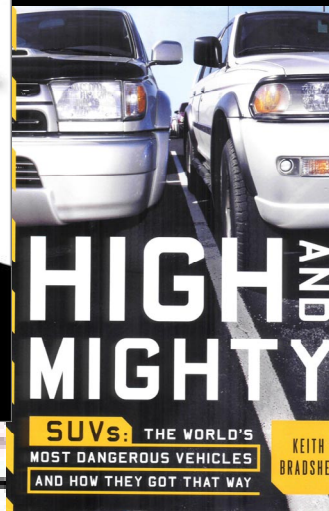
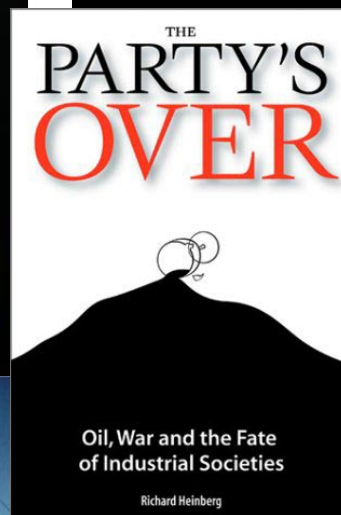
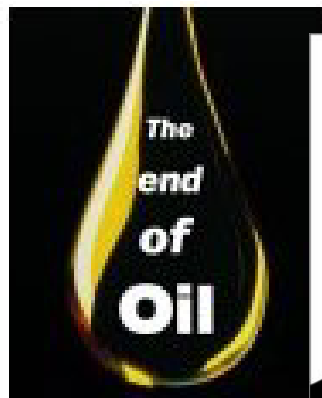






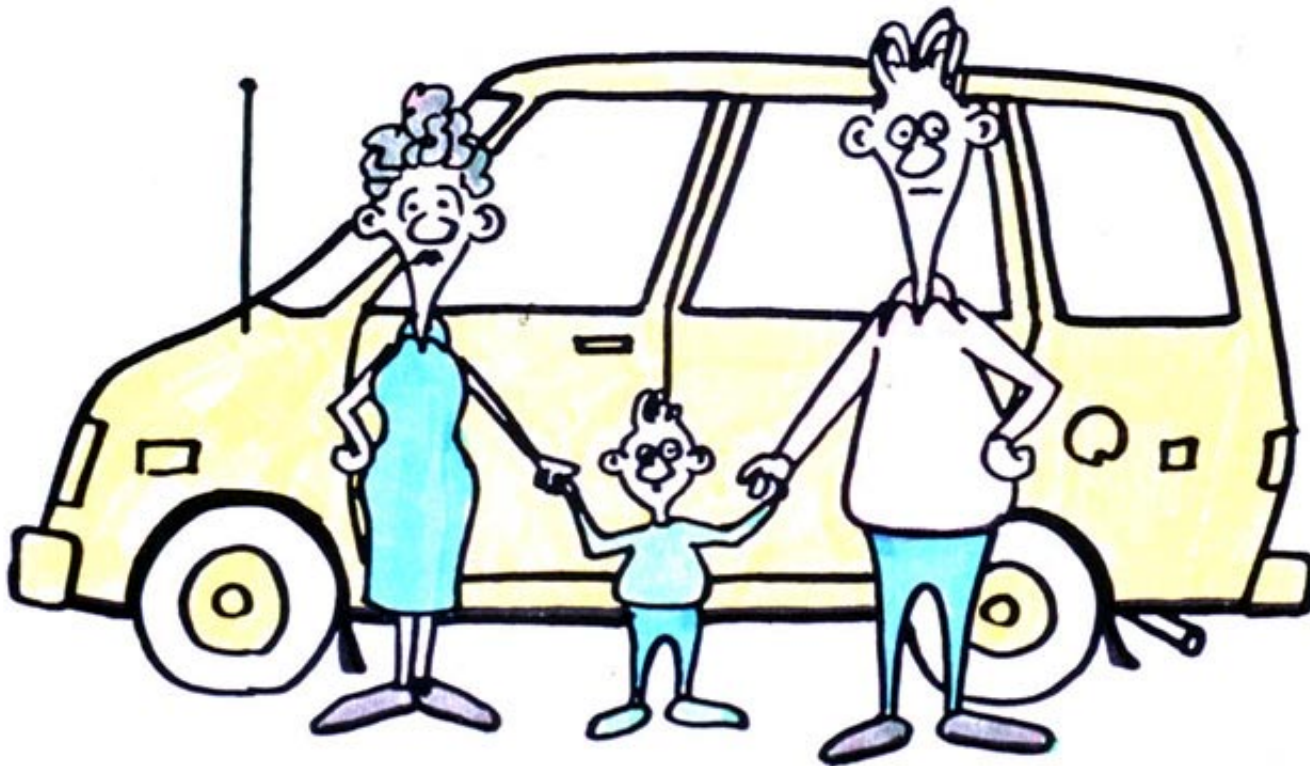
Peak Oil Reserve Forecasts

Source	Peak Date
F. Bernabe, ENI SpA	2005
C. Campbell, Petroconsultants	2005-2010
J. Mackenzie, WRI	2007-2014
Petroleum Industry	2020-2040
International Energy Agency	2010-2020
JS DOE	< 2020



COURTESY: U.S. PIRG

THERE IS TOO MUCH TRAFFIC
FOR BILLY TO WALK TO SCHOOL;
SO WE DRIVE HIM.





LIES ABOUT
Newsweek **SOCIAL SECURITY**
BY ALLAN SLOAN
July 5, 2009 • \$5.00

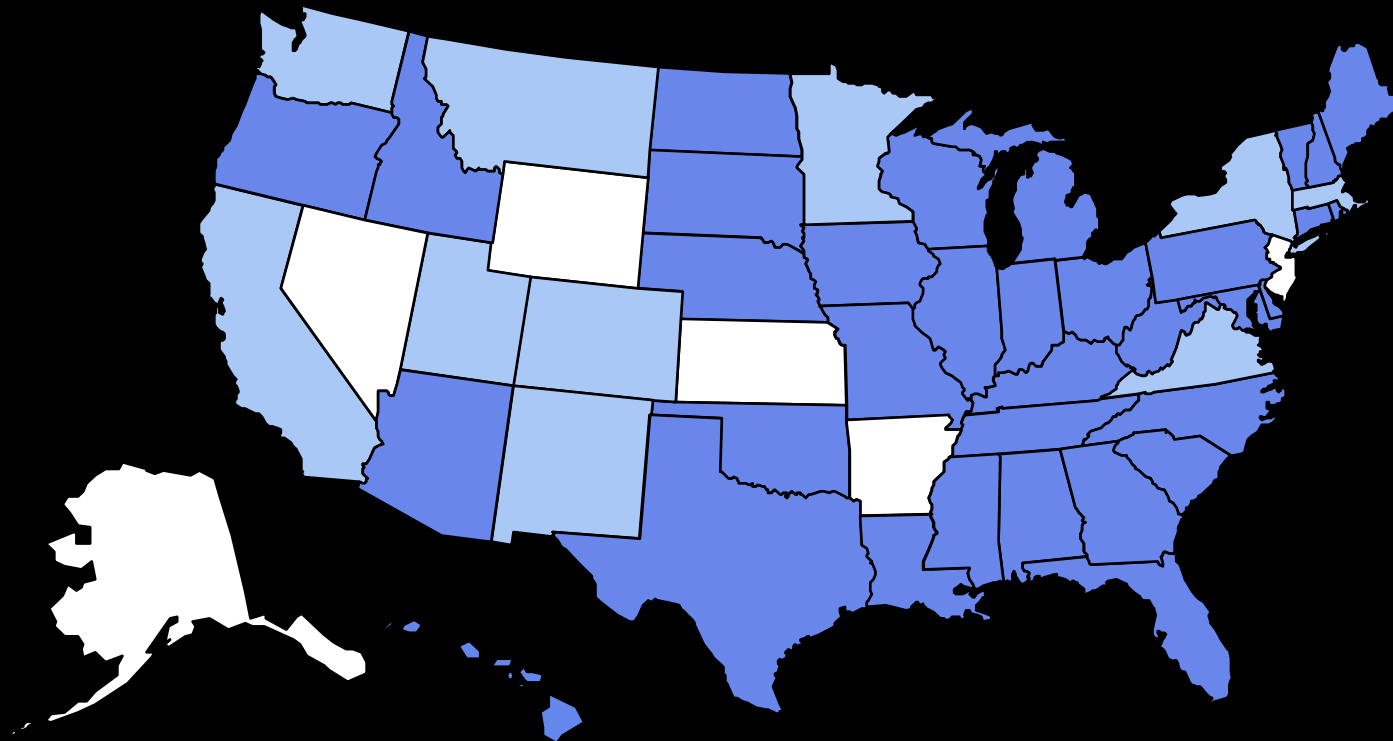
Fat for Life?

Six Million Kids
Are Seriously Overweight.
What Families Can Do.

By Geoffrey Cowley & Sharon Begley

BRFSS, 1990

(*BMI ≥ 30 , or ~ 30 lbs overweight for 5'4" woman)

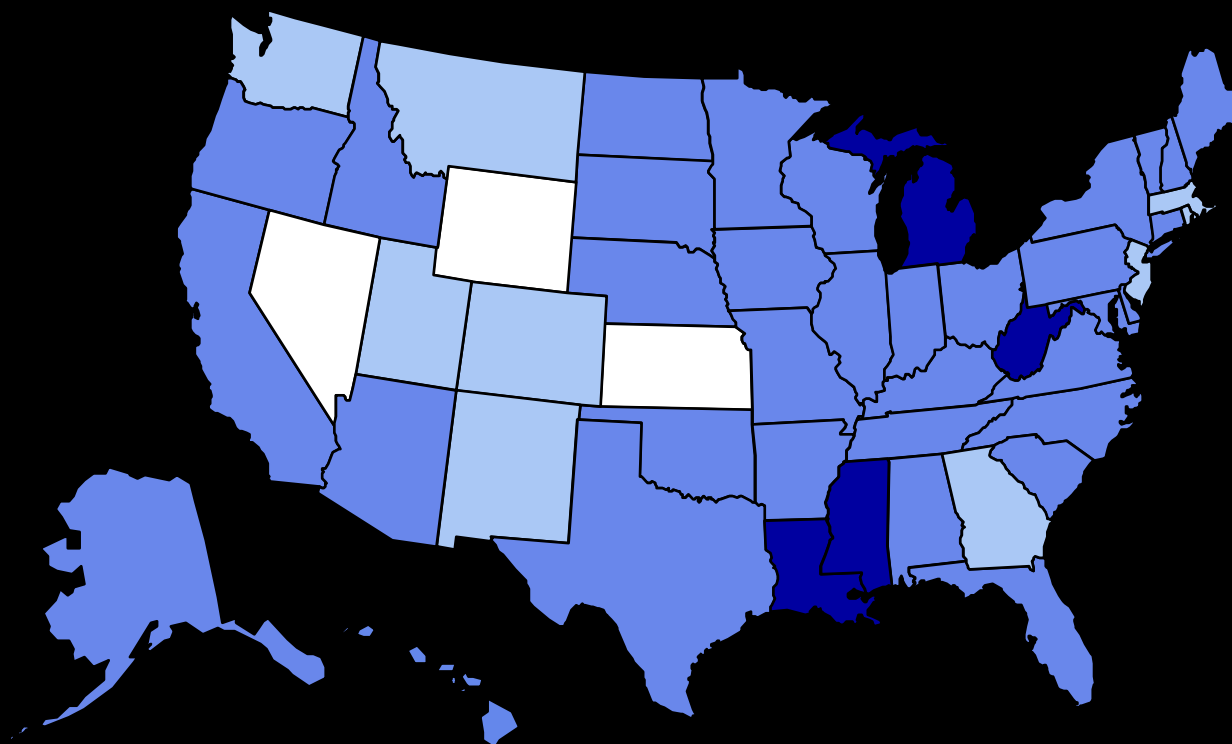


□ No Data ■ <10% ■ 10%-14%

Source: Mokdad A H, et al. *J Am Med Assoc* 1999;282:16, 2001;286:10.

BRFSS, 1991

(*BMI ≥ 30 , or ~ 30 lbs overweight for 5'4" woman)

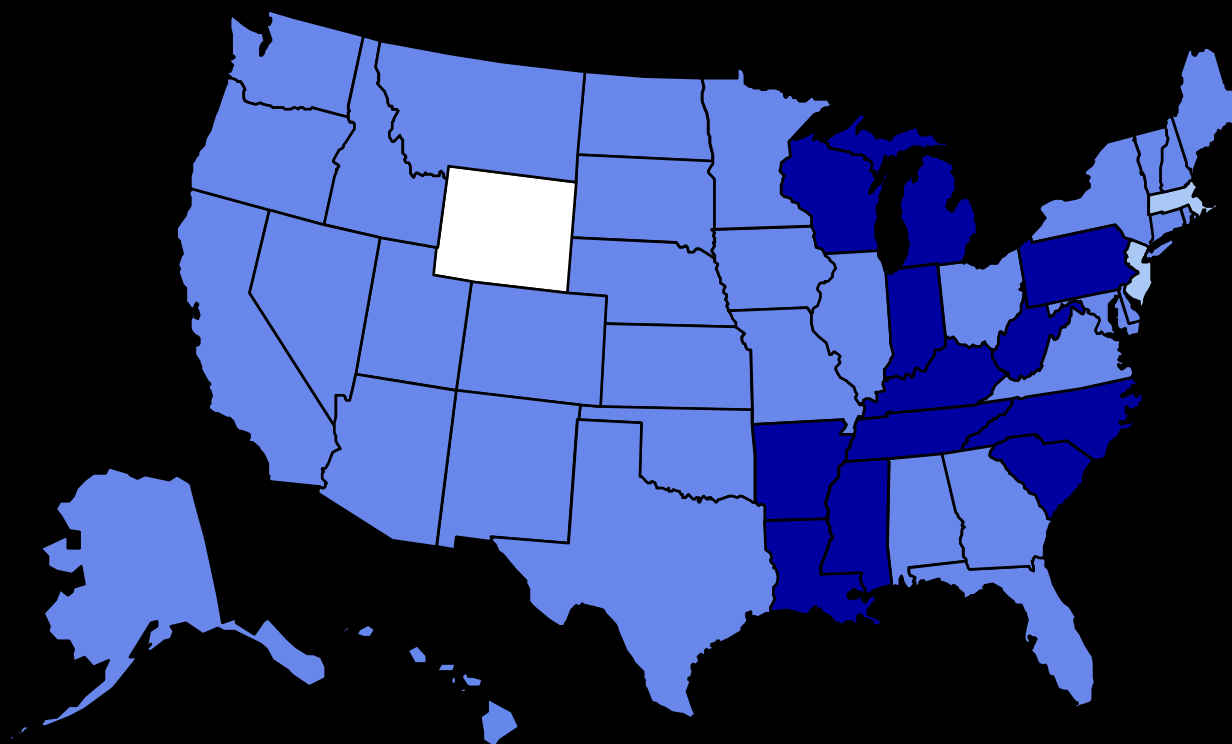


Legend:
 No Data
 <10%
 10%-14%
 15%-19%

Source: Mokdad A H, et al. *J Am Med Assoc* 1999;282:16,

BRFSS, 1993

(*BMI ≥ 30 , or ~ 30 lbs overweight for 5'4" woman)

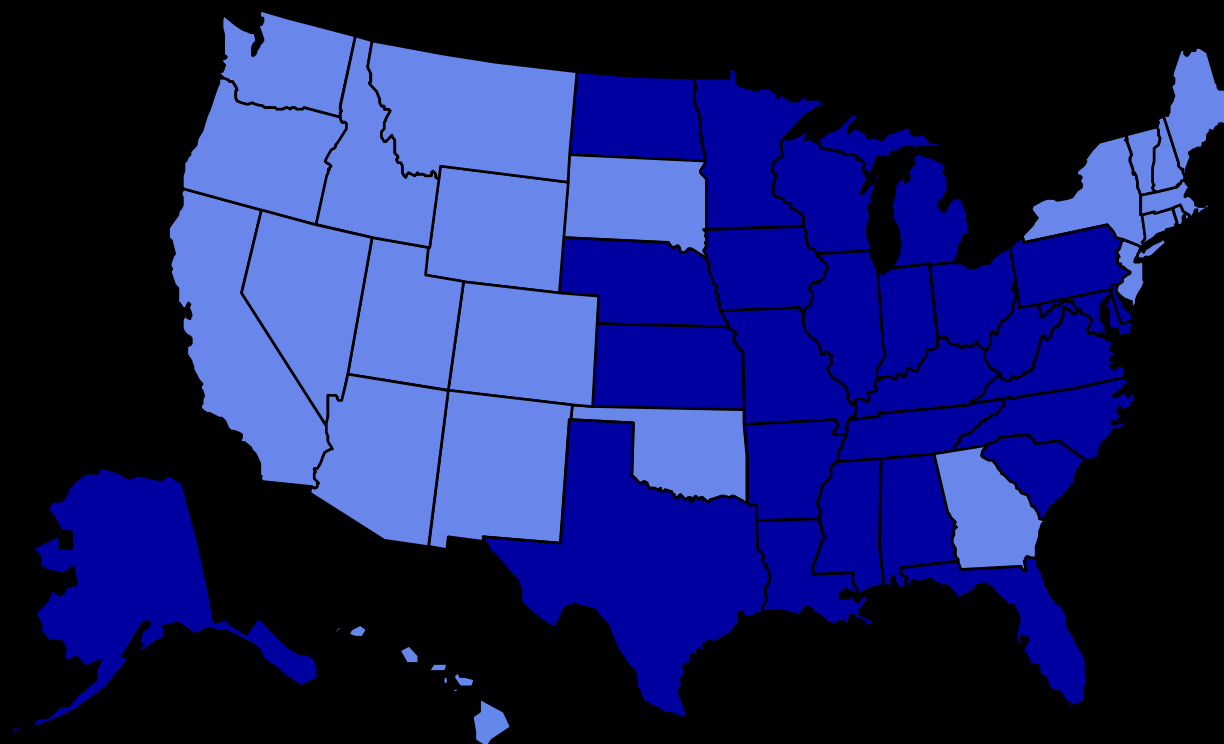


Legend: No Data, <10%, 10%-14%, 15%-19%

Source: Mokdad A H, et al. *J Am Med Assoc* 1999;282:16,

BRFSS, 1995

(*BMI ≥ 30 , or ~ 30 lbs overweight for 5'4" woman)

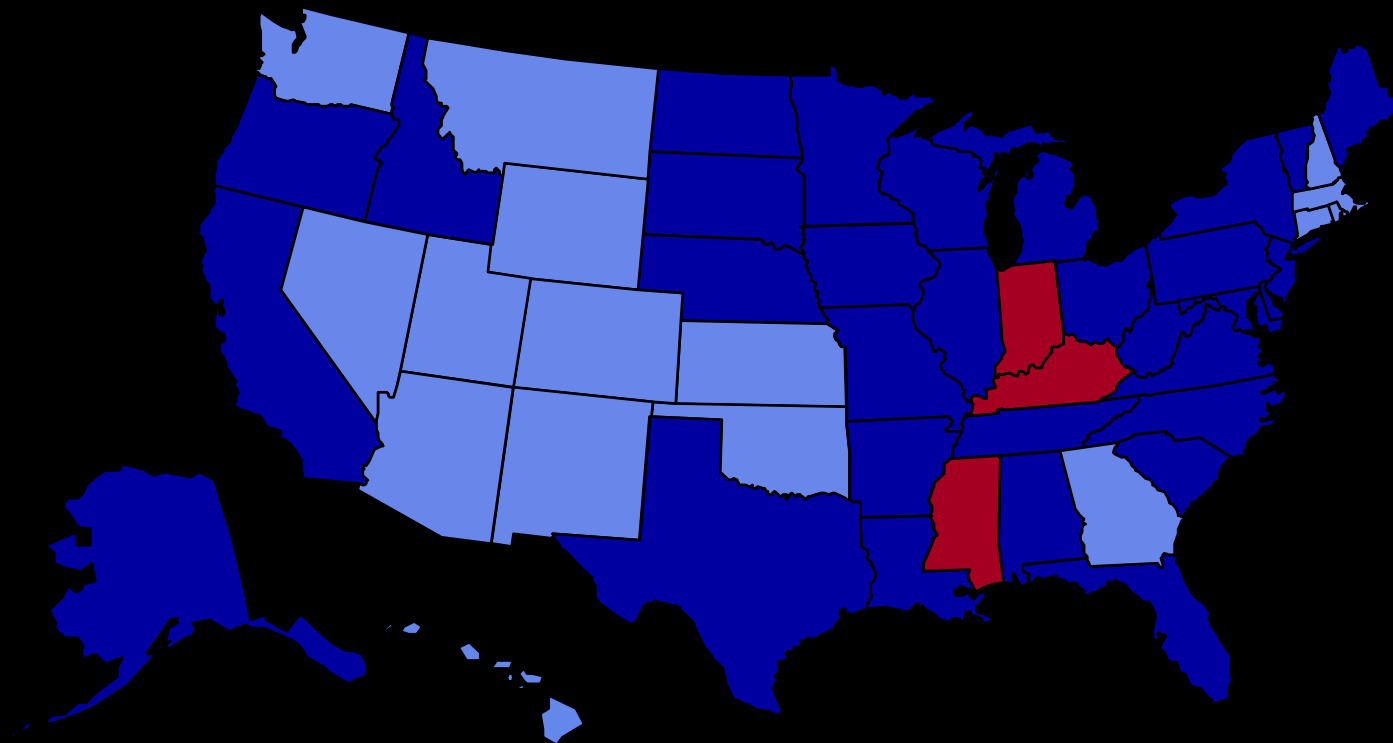


No Data <10% 10%-14% 15%-19%

Source: Mokdad A H, et al. *J Am Med Assoc* 1999;282:16,

BRFSS, 1997

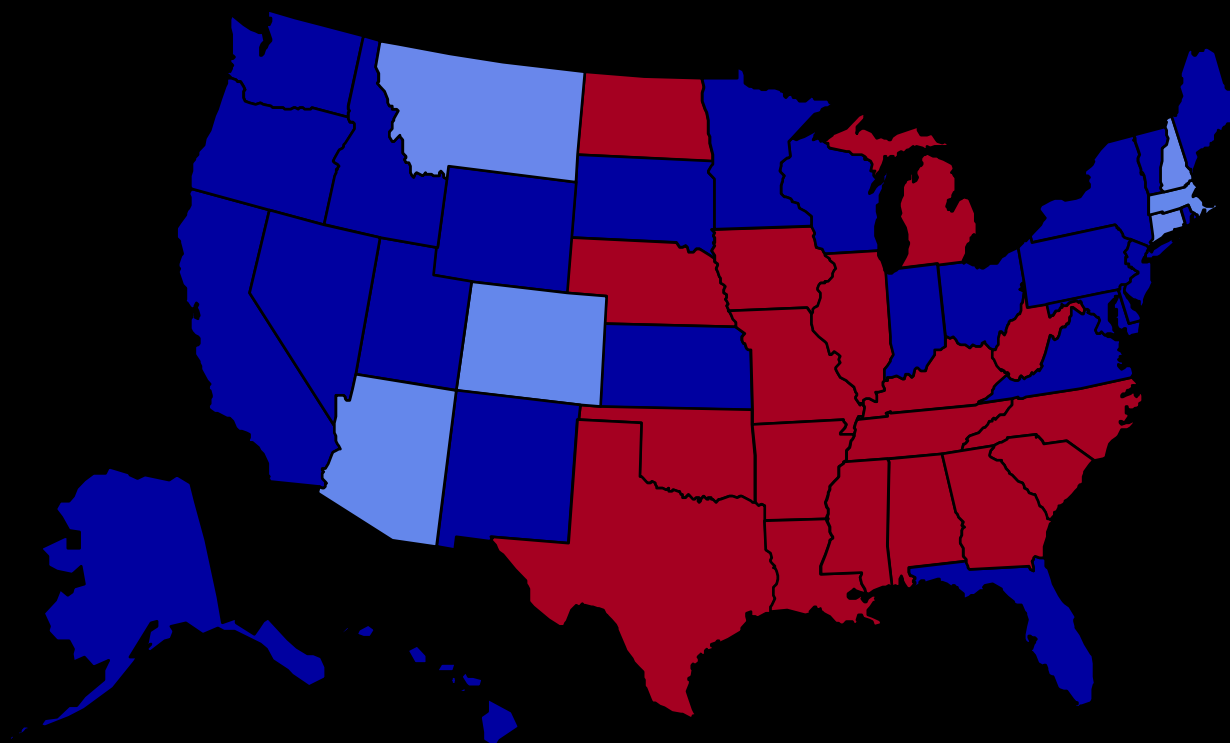
(*BMI ≥ 30 , or ~ 30 lbs overweight for 5'4" woman)



Source: Mokdad A H, et al. *J Am Med Assoc* 1999;282:16, 2001;286:10.

BRFSS, 1999

(*BMI ≥ 30 , or ~ 30 lbs overweight for 5'4" woman)

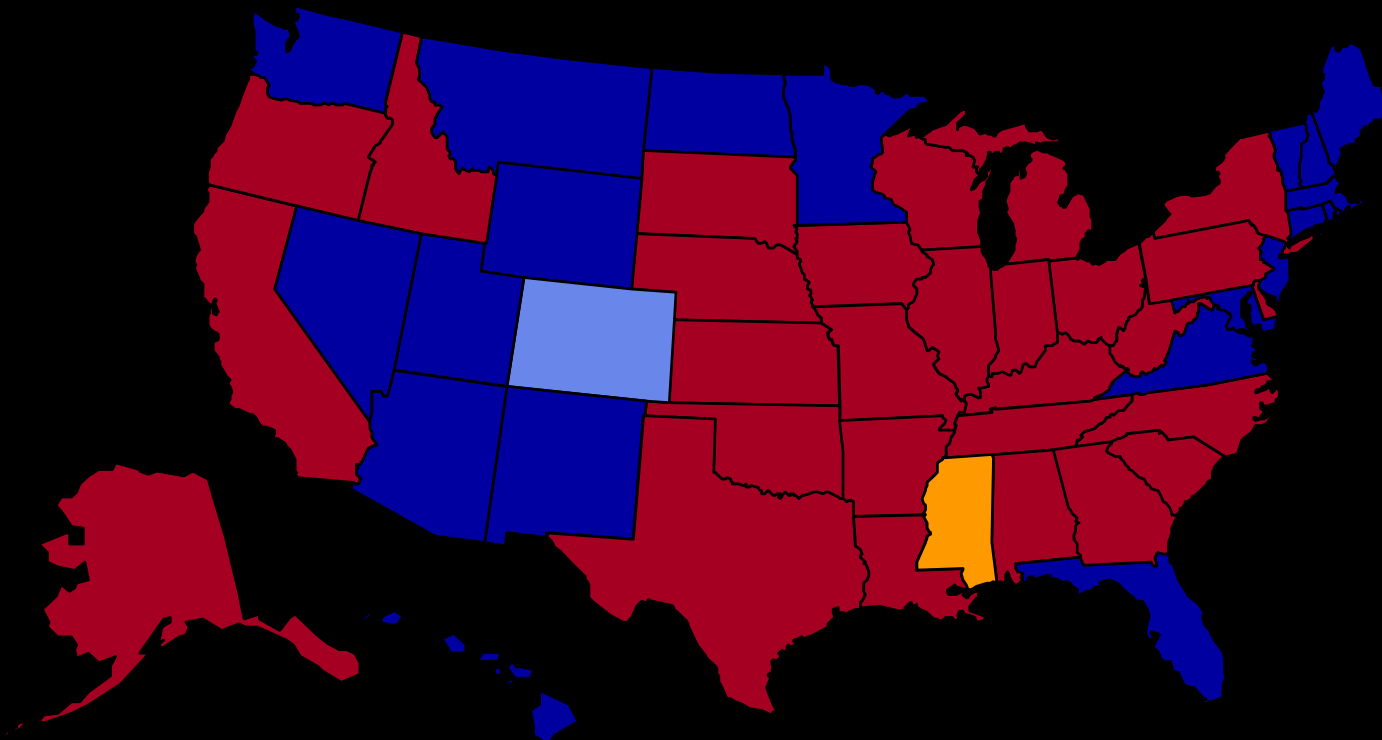


Legend: No Data, <10%, 10%-14%, 15%-19%, $\geq 20\%$

Source: Mokdad A H, et al. *J Am Med Assoc* 1999;282:16,

BRFSS, 2001

(*BMI ≥ 30 , or ~ 30 lbs overweight for 5'4" woman)



Legend: No Data, <10%, 10%-14%, 15%-19%, 20%-24%, $\geq 25\%$

Source: Mokdad A H, et al. *J Am Med Assoc* 1999;282:16, 2001;286:10.

*Average 11-year-old boy
today is 11 pounds heavier
than in 1973*

DIABETES

It Strikes
16 Million
Americans

Are You
at Risk?

Computer drawing of a human insulin molecule

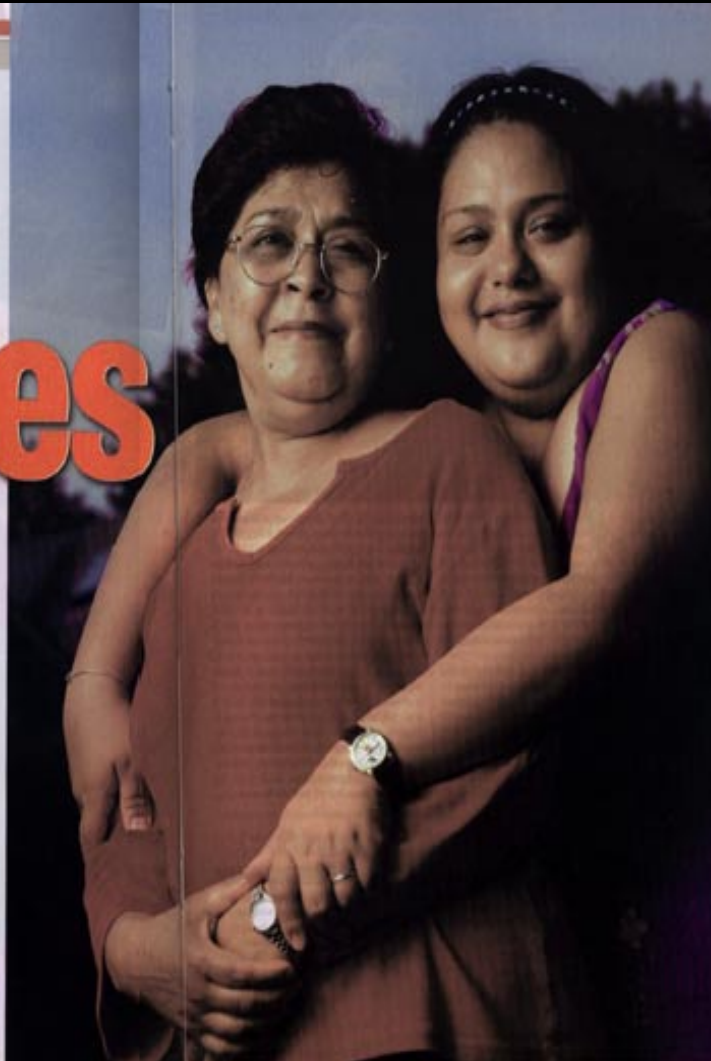
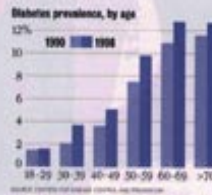
SOCIETY

An American Epidemic

Diabetes

The silent killer: Scientific research shows a 'persistent explosion' of cases—especially among those in their prime
BY JERRY ADLER AND CLAUDIA KALB

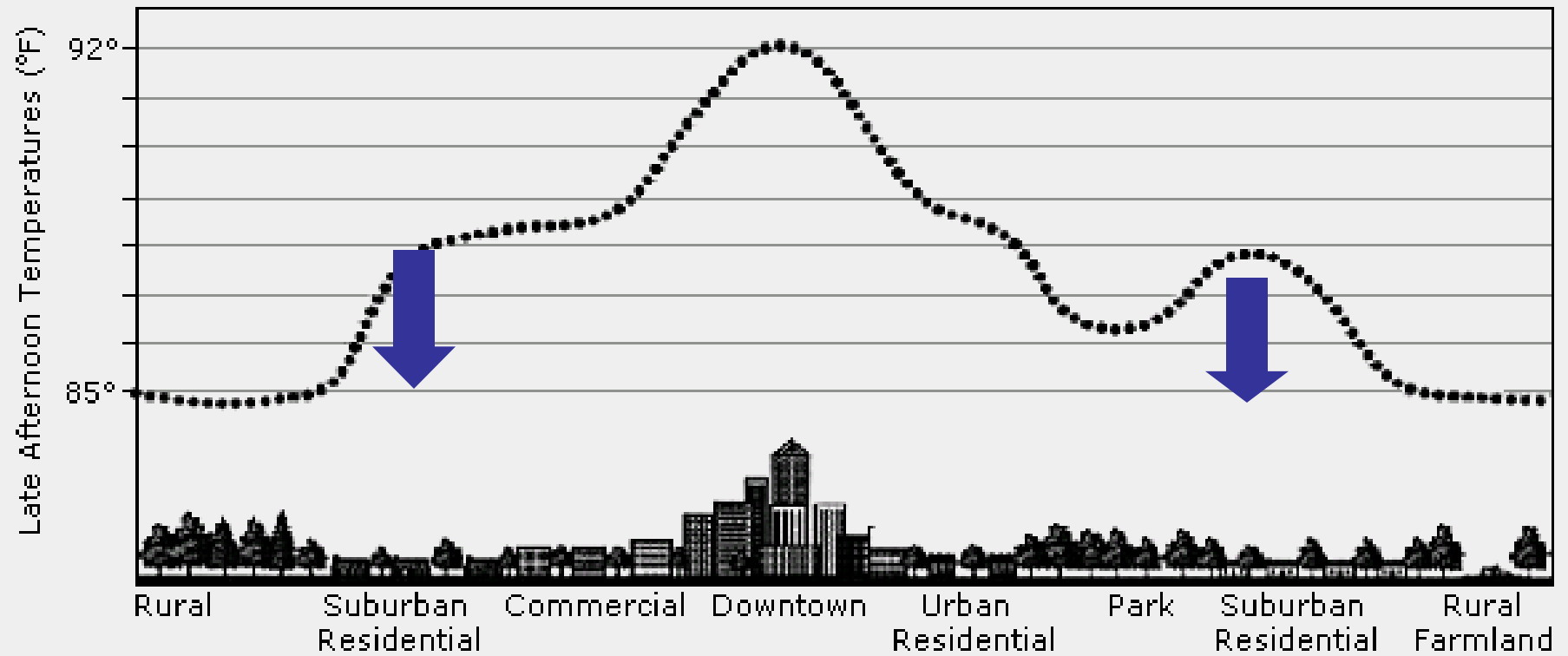
SOMETHING TERRIBLE WAS HAPPENING TO YOLANDA BENITEZ's eyes. They were being poisoned; the fragile capillaries of the retina attacked from within and were leaking blood. The first symptoms were red lines, appearing vertically across her field of vision; the lines multiplied and merged into a haze that shut out light entirely. "Her blood vessels inside her eye were popping," says her daughter, Jannette Roman, a Chicago college student. Benitez, who was in her late 40s when the problem began four years ago, was a cleaning woman, but she's had to stop working. After five surgeries, she has regained vision in one eye, but the other is completely useless. A few weeks ago, awakening one night in a hotel bedroom, she walked into a door, setting off a paroxysm of pain and nausea that hasn't let up yet. And what caused this catastrophe was nothing as exotic as pesticides or emerging viruses. What was poisoning Benitez was sugar.



Heredity
Genes help determine whether you'll get diabetes. In many families, multiple generations are struck. But heredity is not destiny—especially if you eat well and exercise.

FAMILY PLAZA: Benitez (left) and Roman. Benitez's mother and two brothers died from complications of the disease.

Sketch of an Urban Heat-Island Profile



Asthma outbreak hits kids RISKS OF THE 'RED ZONE'



JENNI GERTMAN / 1
son, 2, breathes fresh air Friday as his aunt Susan Thomas tends him at Atlanta's Hughes Spalding Chi
mog readings in metro Atlanta have produced a flare-up of asthma cases, especially among children.

al-Constitution SATURDAY, AUG. 19, 2000

The Atlanta Journal-Constitution

AUG. 19, 2000

SATURDAY

Smothered in smog



JOHN SPINK / Staff
Atlanta looked like Los Angeles on Friday, as heat hovered around 100 and smog hung in the air. This view is southwesterly, from DeKalb-Peachtree Airport.

Fatality proves sad truth: Heat can kill

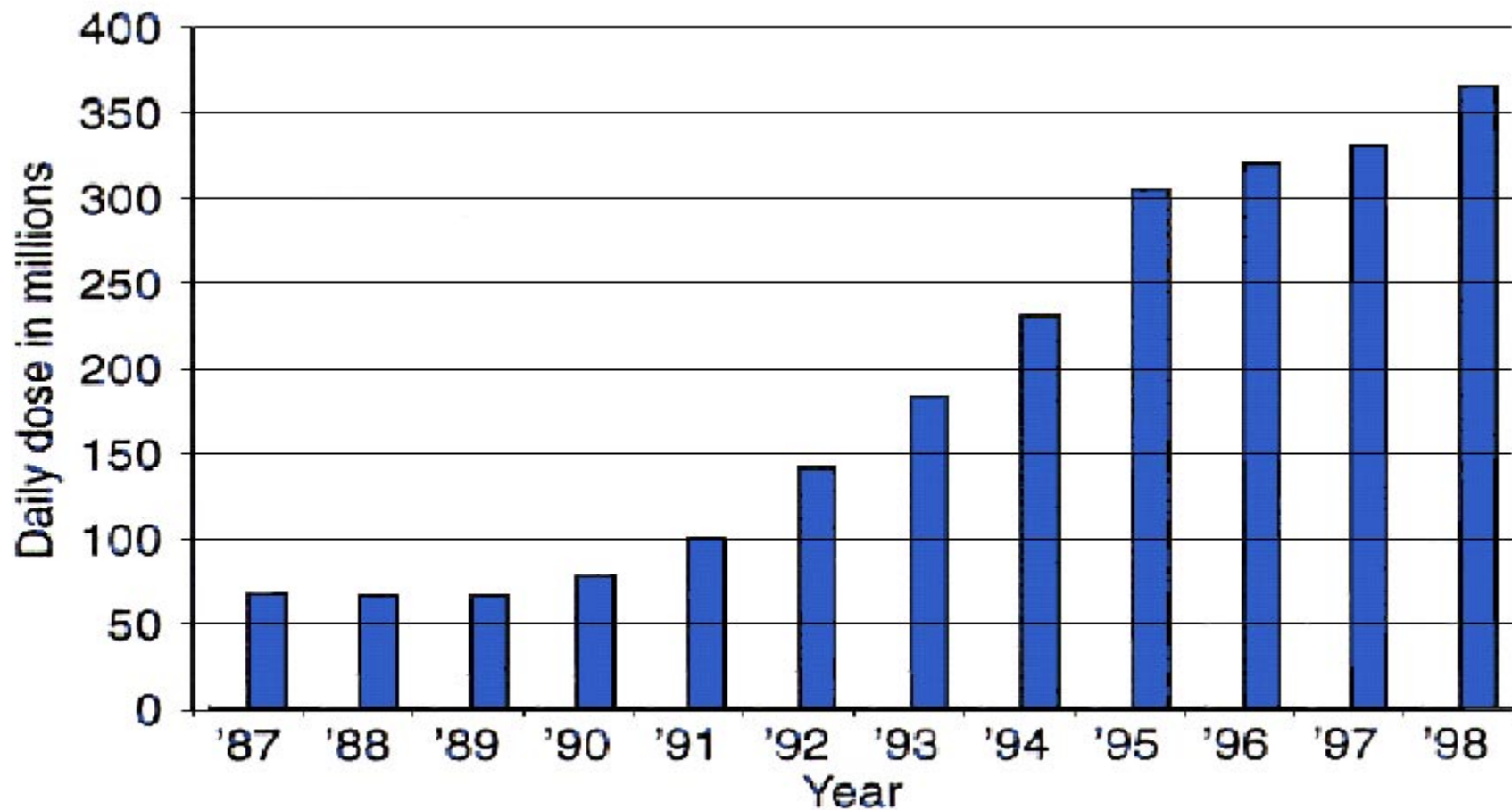
Surgeon General's Report

21% US citizens
ages 9-17 have a
diagnosable
mental or addictive
disorder
associated with at
least minimum
impairment





Methylphenidate (Ritalin) Consumption



Source: *Science*, Vol. 289, 4 August 2000, p.721.

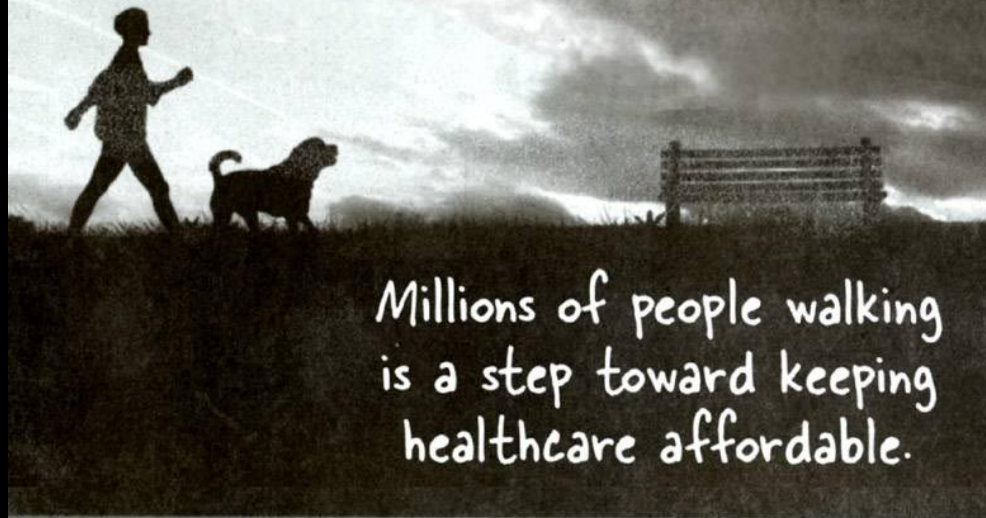
Depressive Disorders

19 million American adults

- **Leading cause of disability in the USA**
- **Treatment:**
 - **Medication**
 - **Social Contact, including therapy**
 - **And.....**



One person walking
is exercise.



Millions of people walking
is a step toward keeping
healthcare affordable.

The illness and chronic disease resulting from inactive lifestyles cost as much as \$77 billion a year to treat. That's why Blue Cross and Blue Shield Plans across the nation are launching **WalkingWorksSM**, an unprecedented effort to work with employers to help Americans add physical activity to their daily routines. It's one of the many ways we're doing our part to control rising healthcare costs. For more information, visit our web site at www.bcbs.com.

Healthcare. Affordable. Now.



**BlueCross BlueShield
Association**

An Association of Independent
Blue Cross and Blue Shield Plans

**Exercise
Walk**

AMERICA'S FATTEST CITIES - 4th Annual Report

WHEN PERFORMANCE COUNTS

FEBRUARY 2012

Men's Fitness

20 LBS IN 8 WEEKS

TORCH YOUR FAT!

21 PAGES

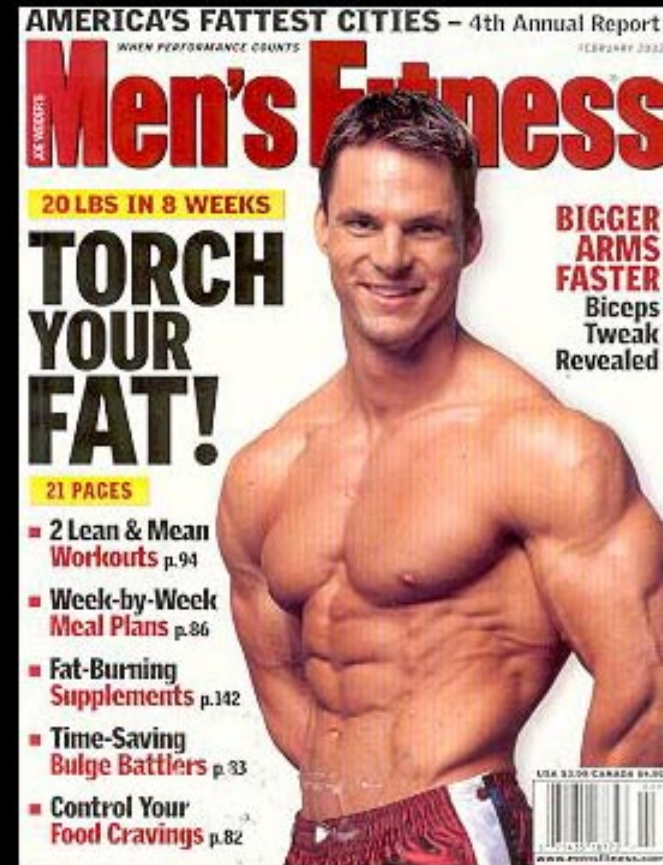
- 2 Lean & Mean Workouts p.94
- Week-by-Week Meal Plans p.86
- Fat-Burning Supplements p.142
- Time-Saving Bulge Battlers p.83
- Control Your Food Cravings p.82

**BIGGER
ARMS
FASTER**
Biceps
Tweak
Revealed

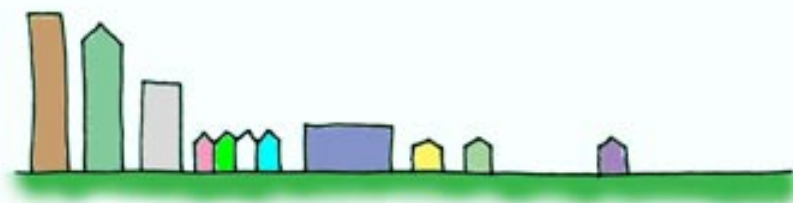


“It’s probably something to do with culture ... We’re not a walking city...” because Detroit is, “the automobile capital of the world.

Detroit Mayor Kwame Kilpatric

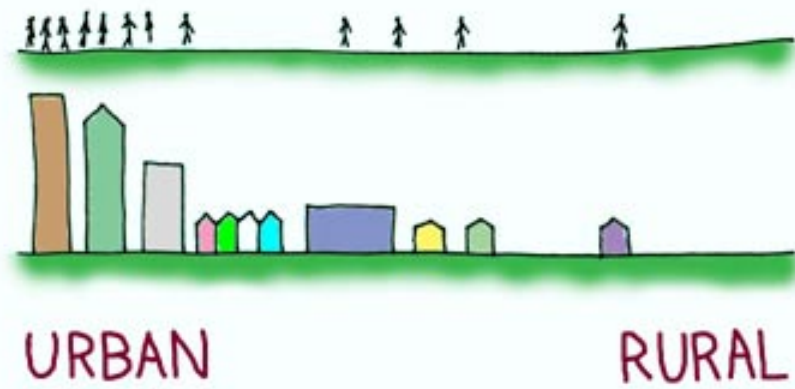


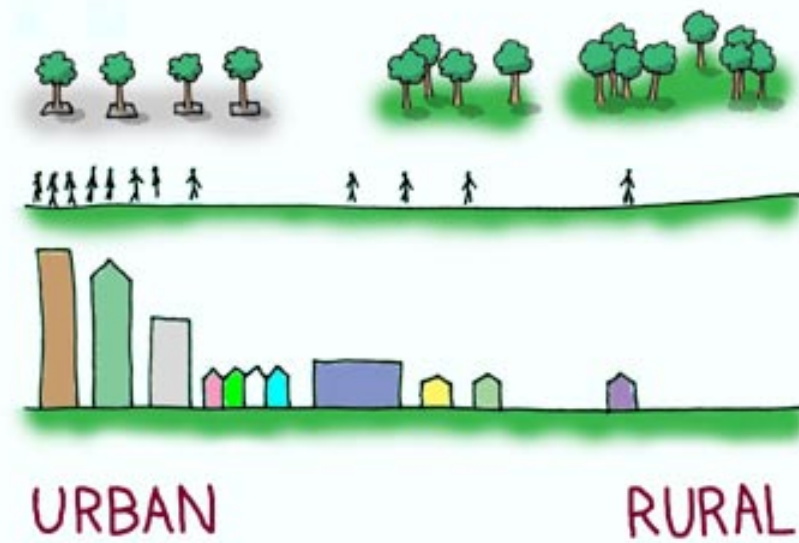


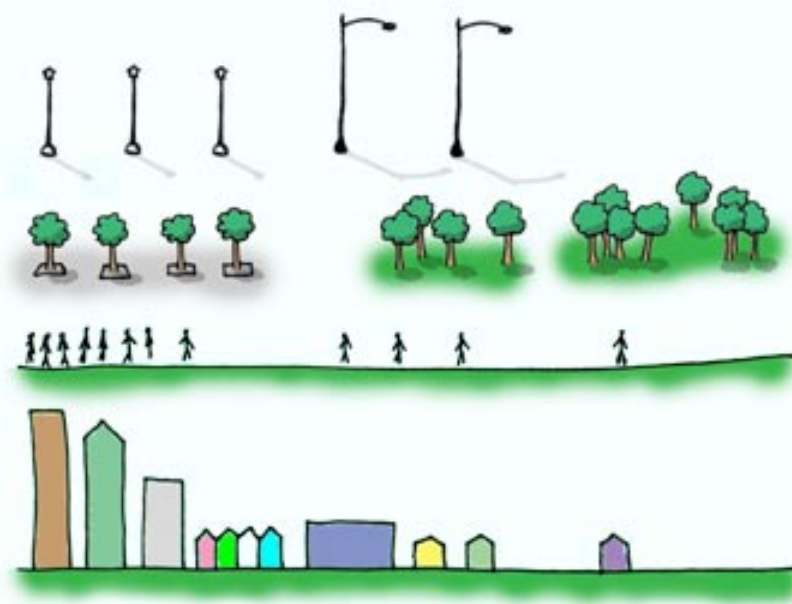


URBAN

RURAL

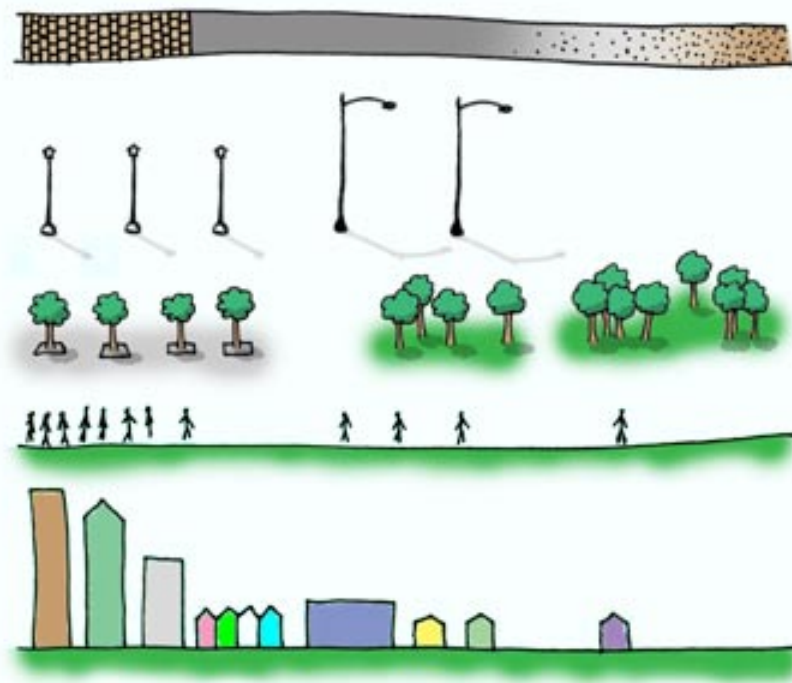






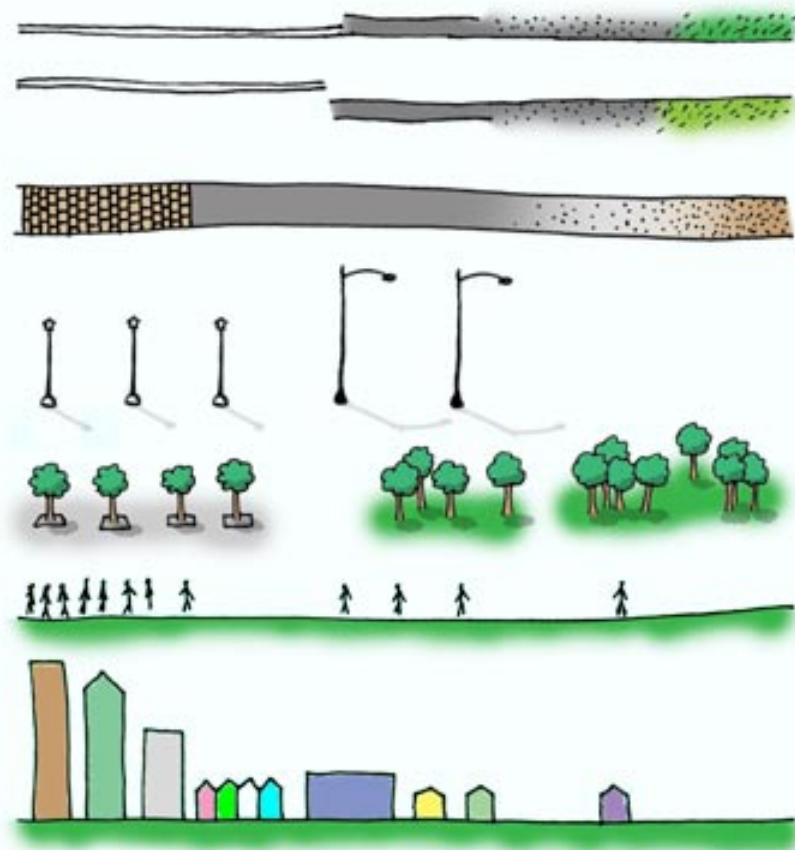
URBAN

RURAL



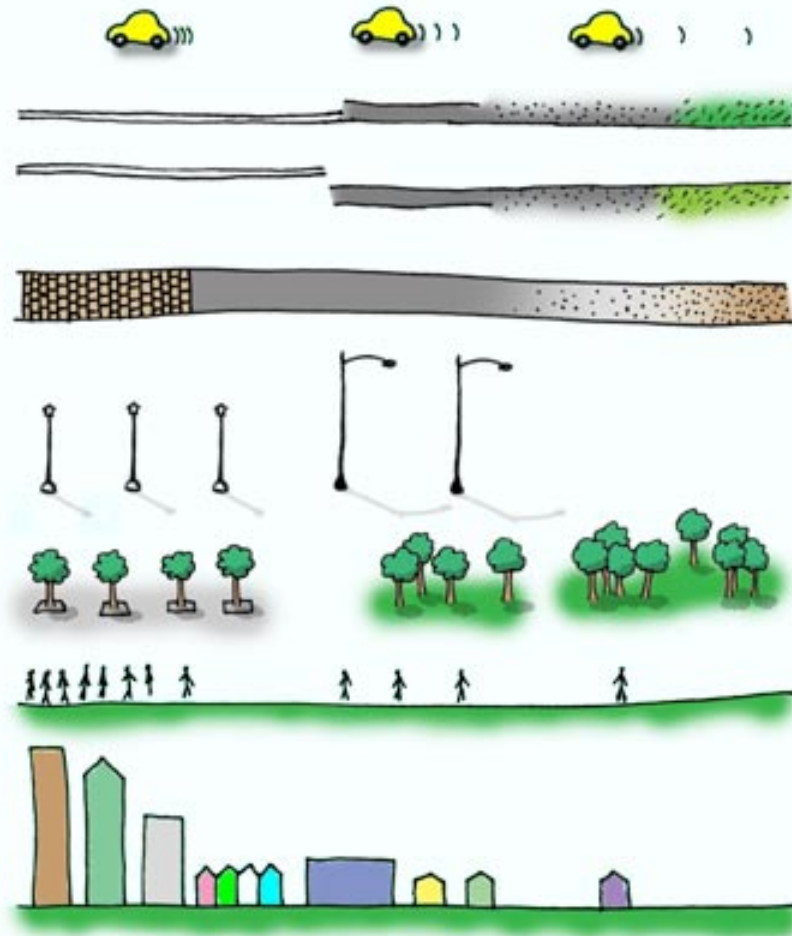
URBAN

RURAL



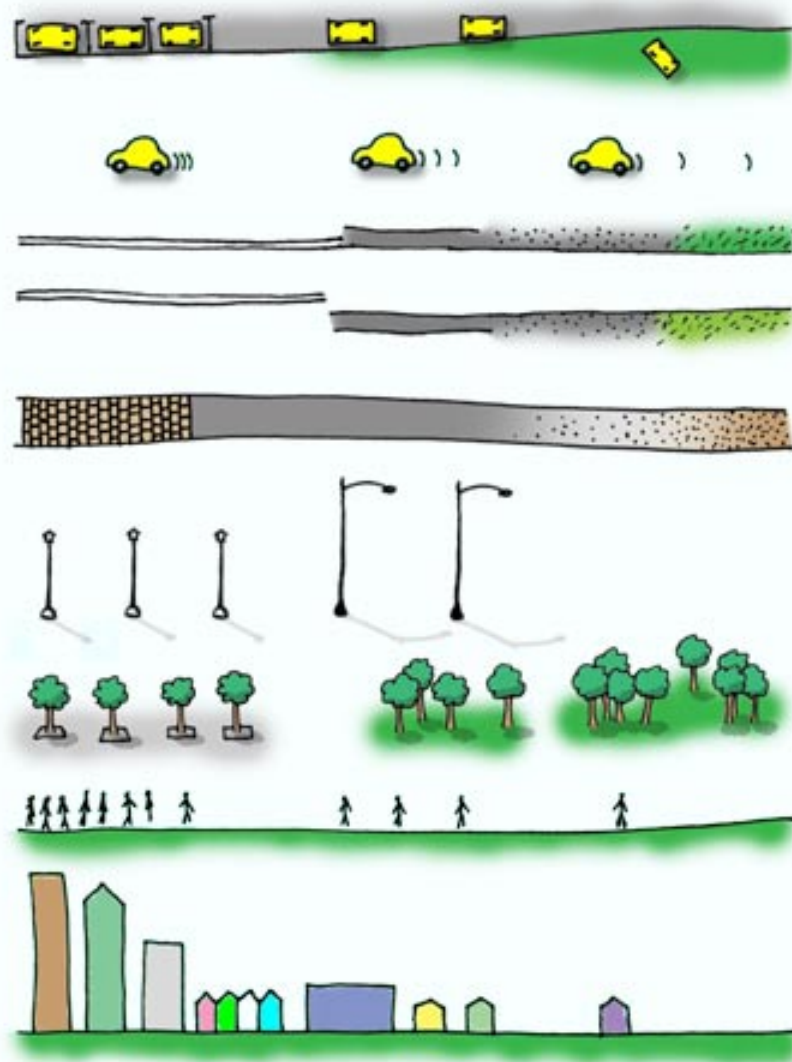
URBAN

RURAL



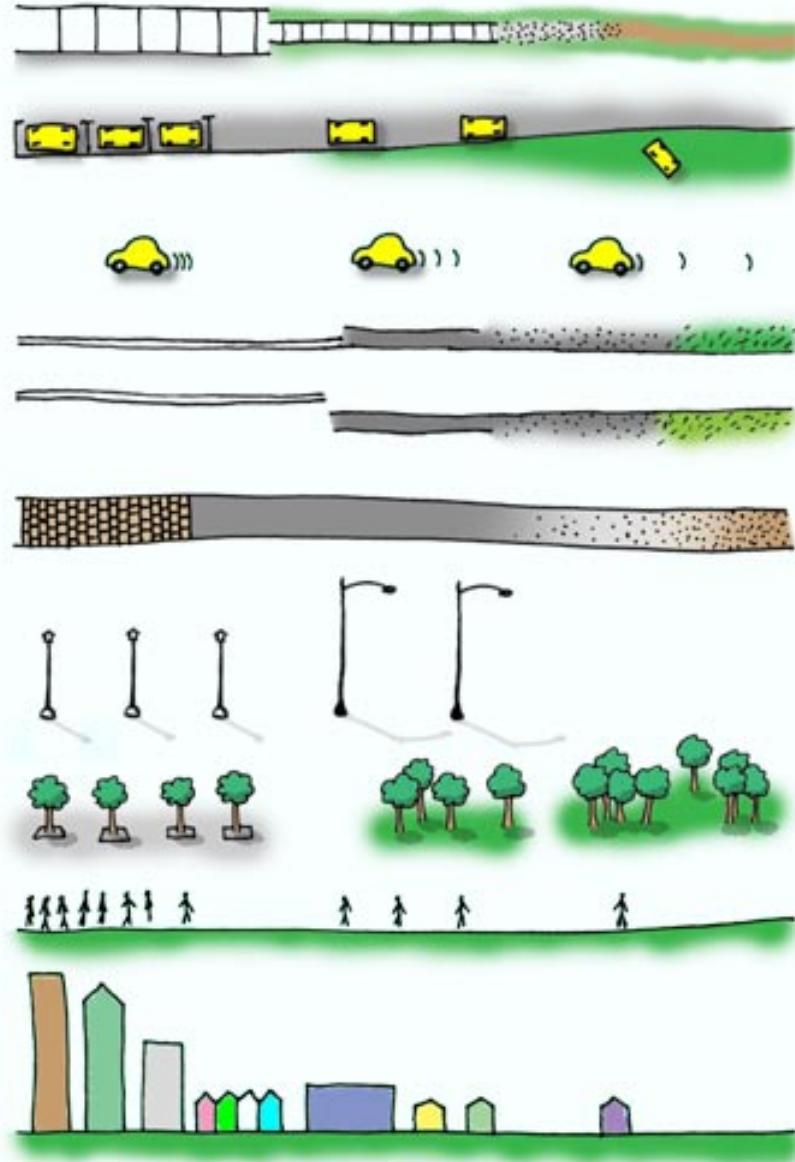
URBAN

RURAL



URBAN

RURAL



URBAN

RURAL

WHY DO CITIES EXIST ?

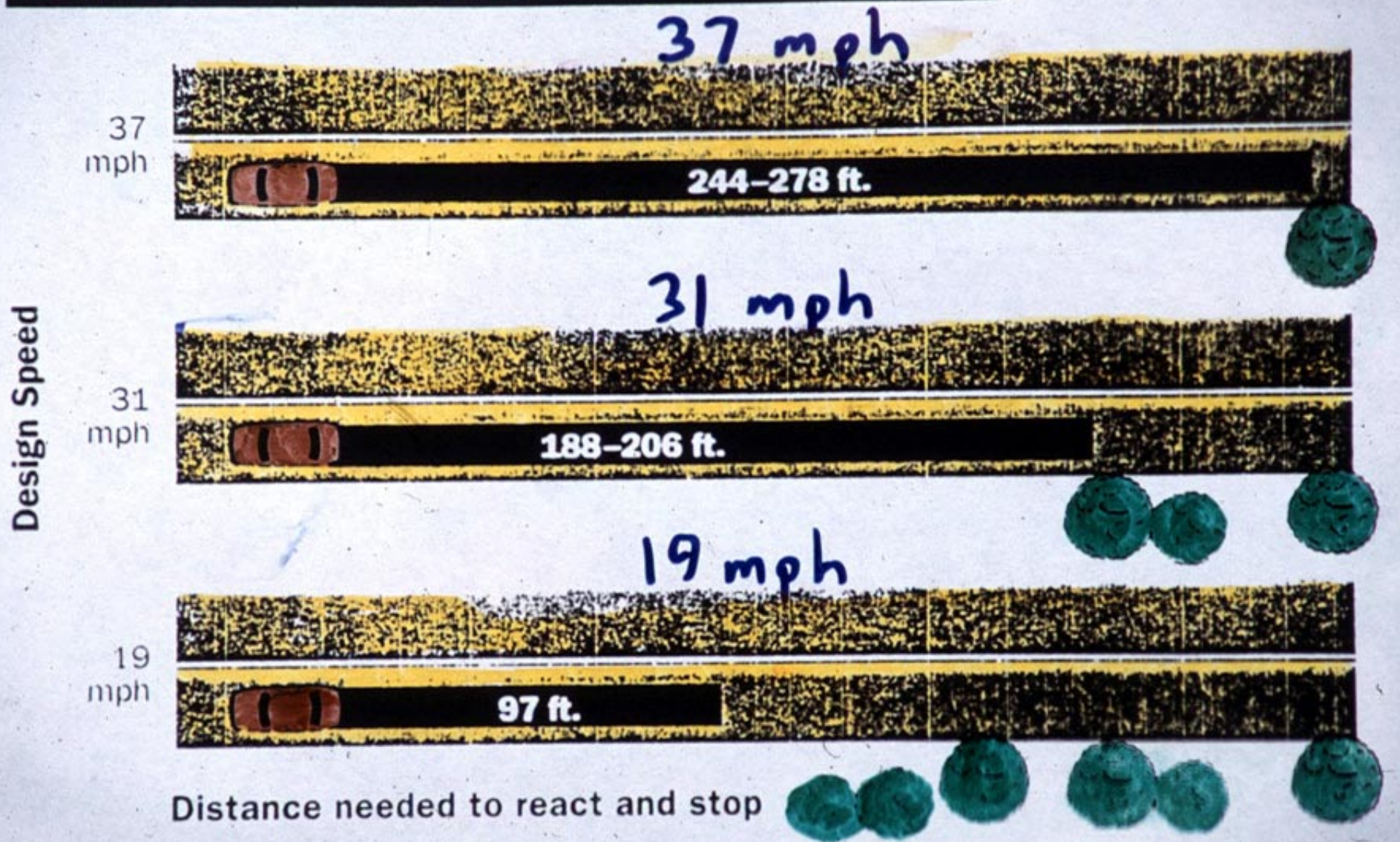


← ACCESS MOBILITY →





STOPPING SIGHT DISTANCE





30 mph



25 mph



20 mph



15 mph

SPEED

p (killing pedestrian)

15 mph

3.5 %

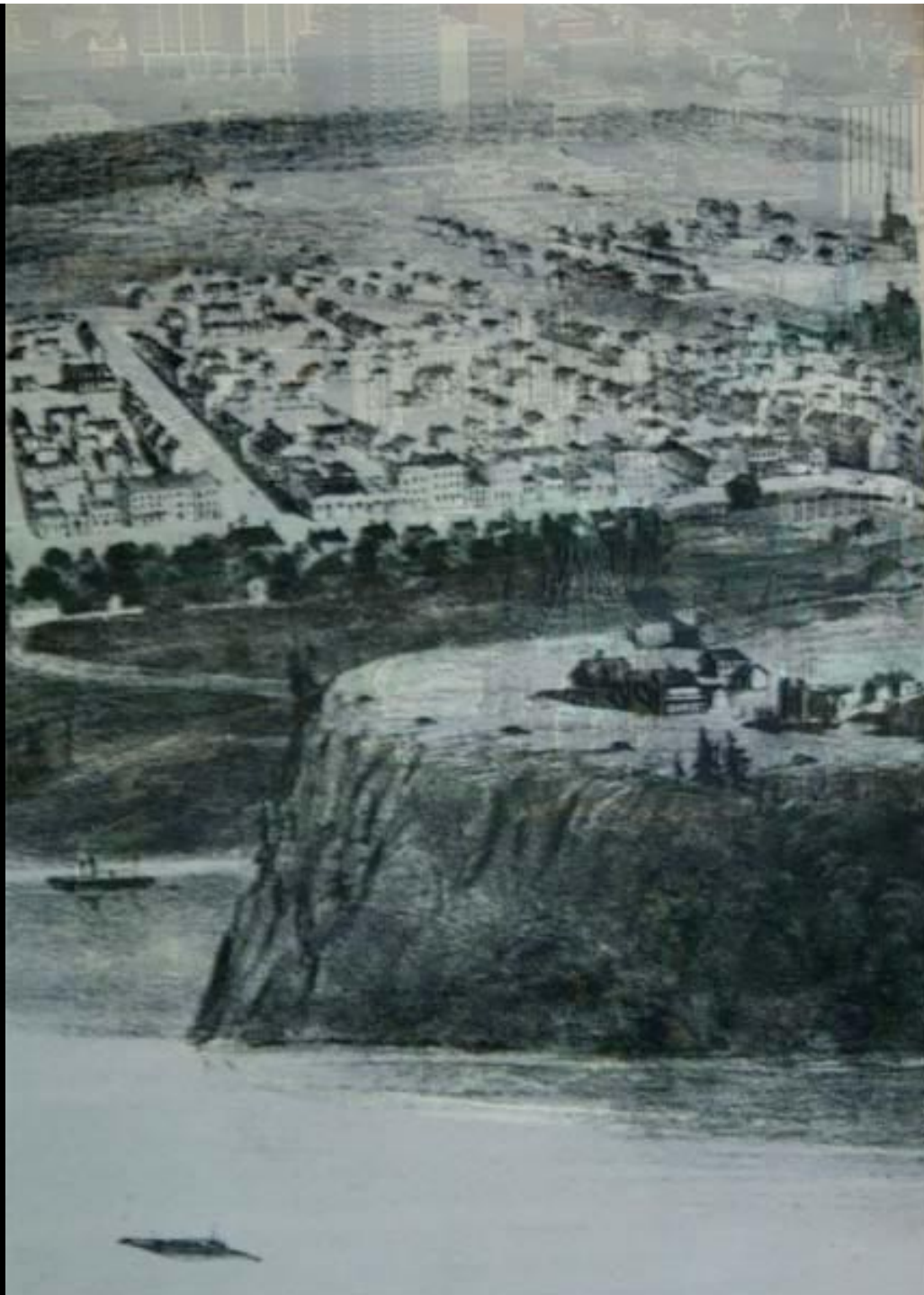
31 mph

37.0 %

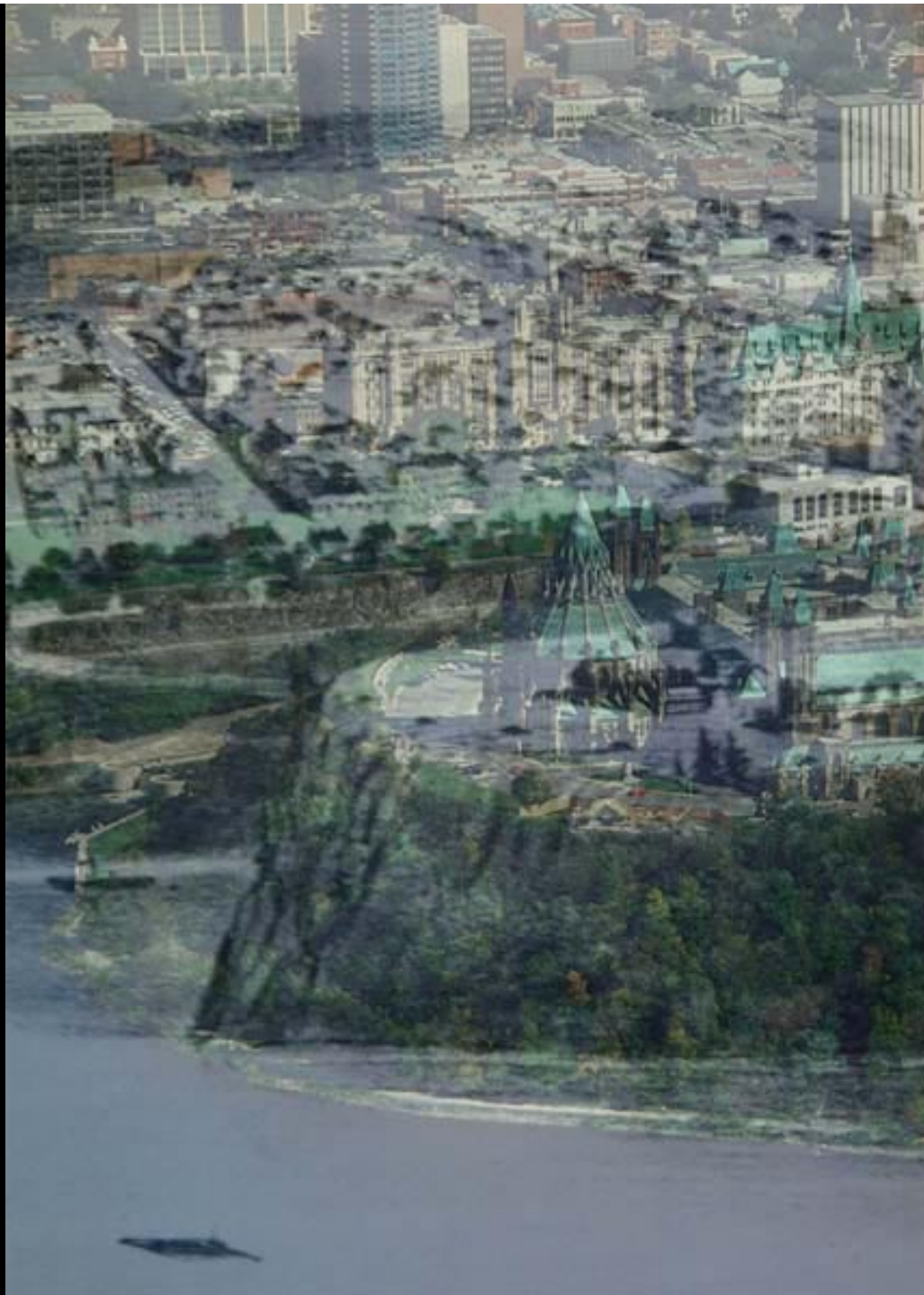
44 mph

83.0 %





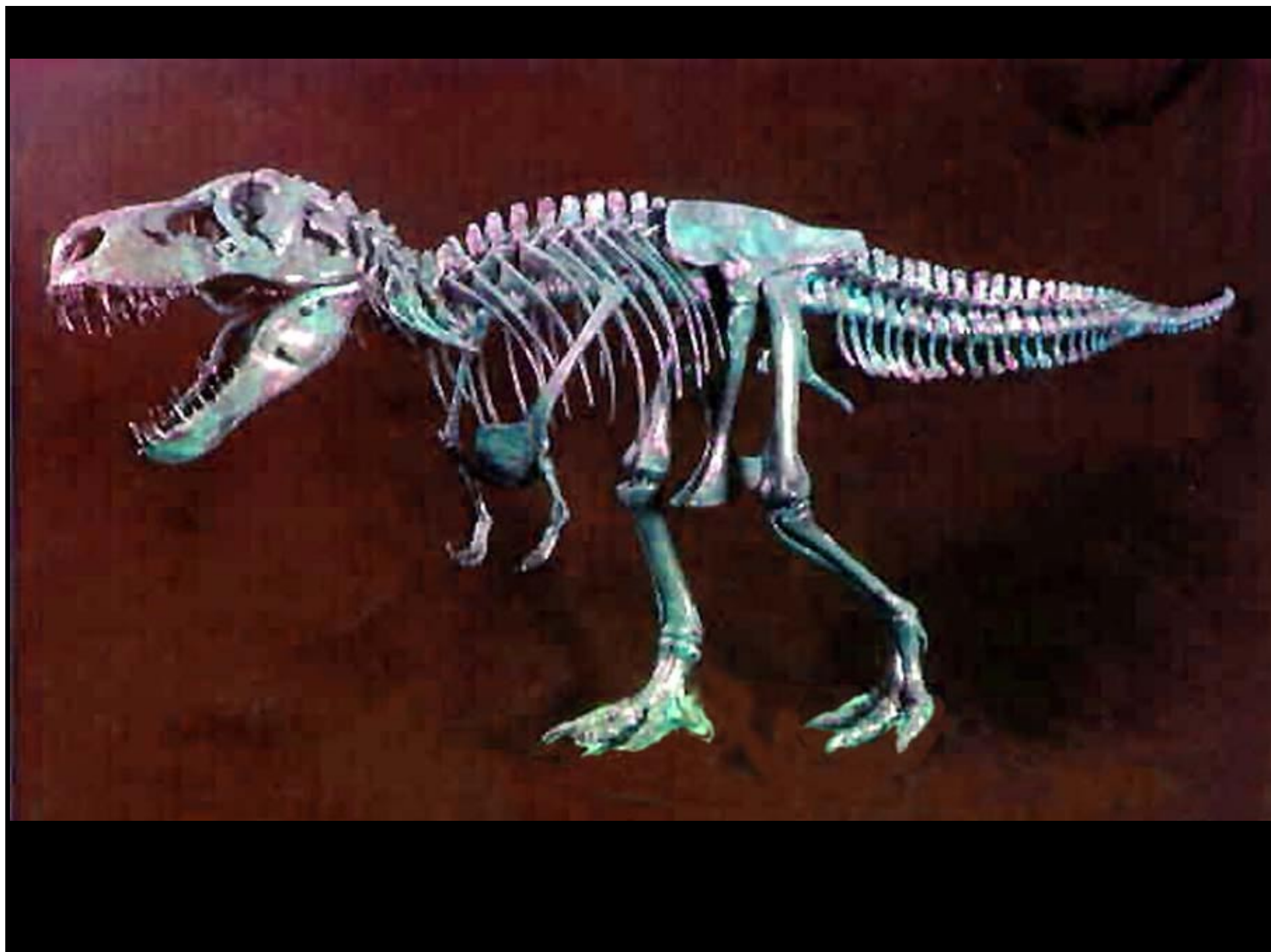








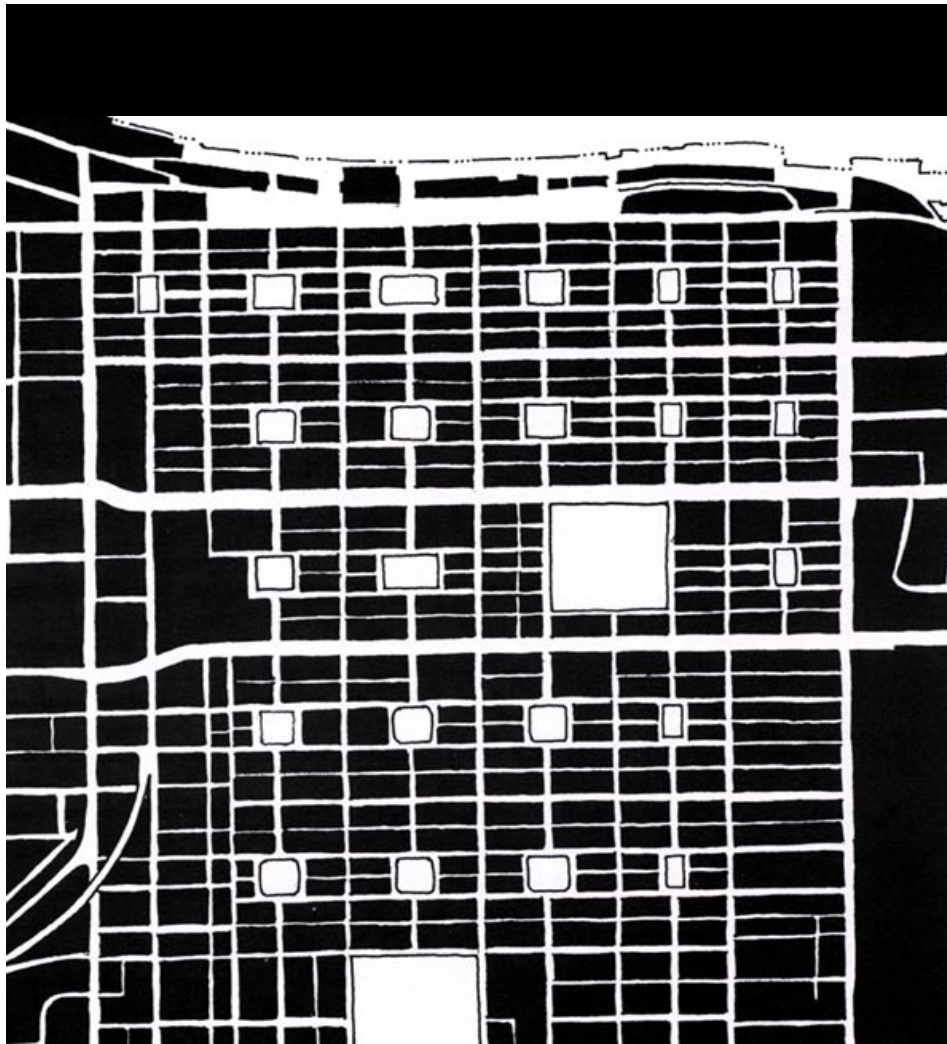






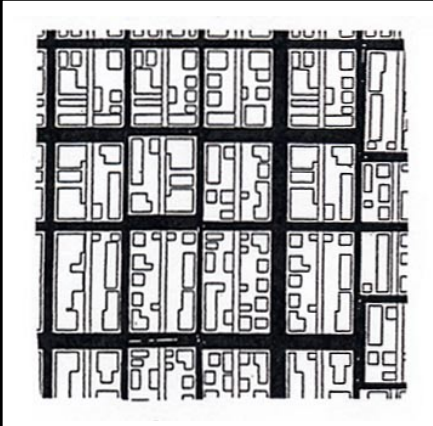




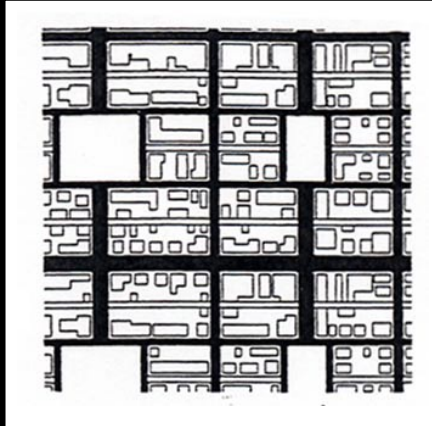




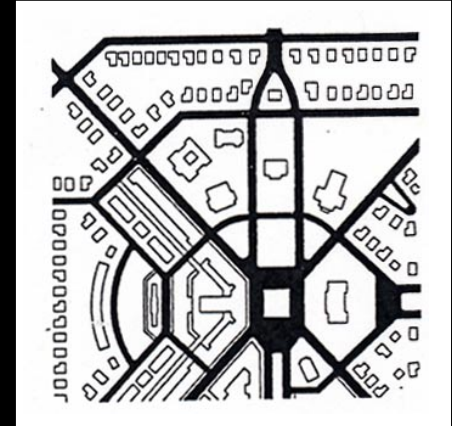
Connected Street Networks



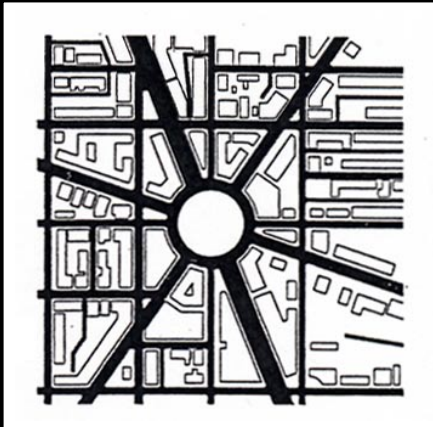
Grid



Grid & Squares



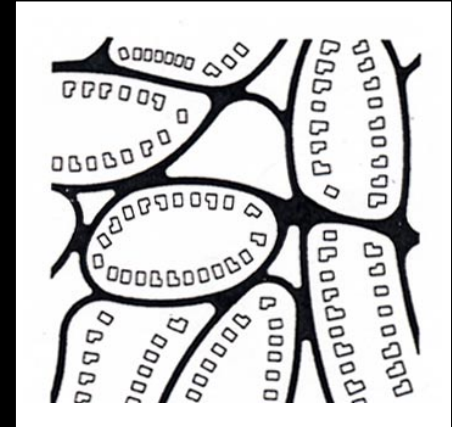
Web



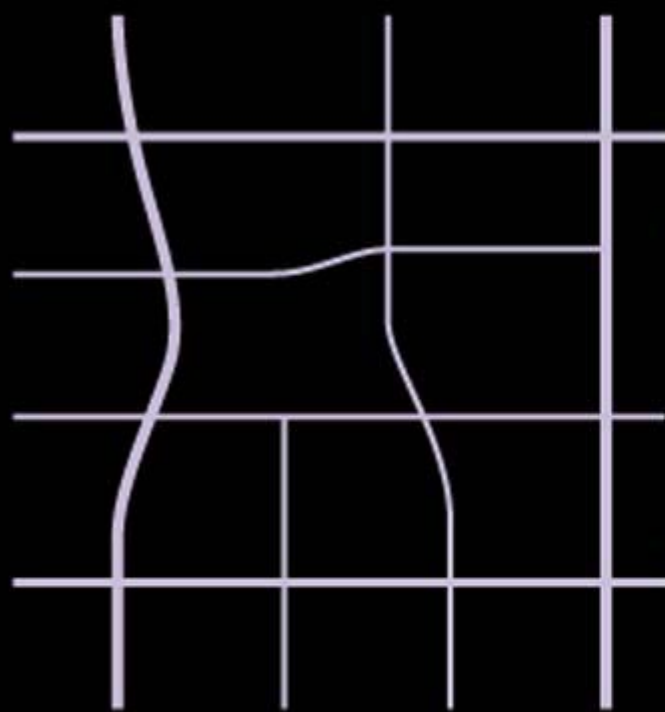
Radial



Irregular



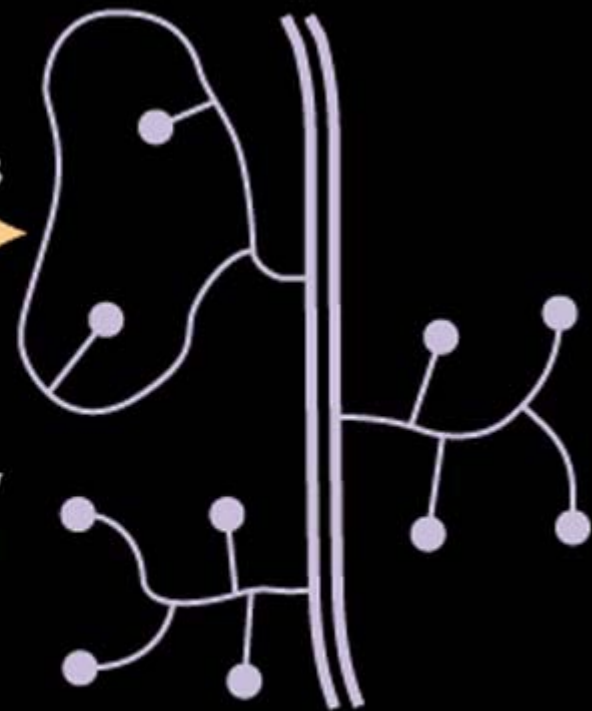
Curvilinear



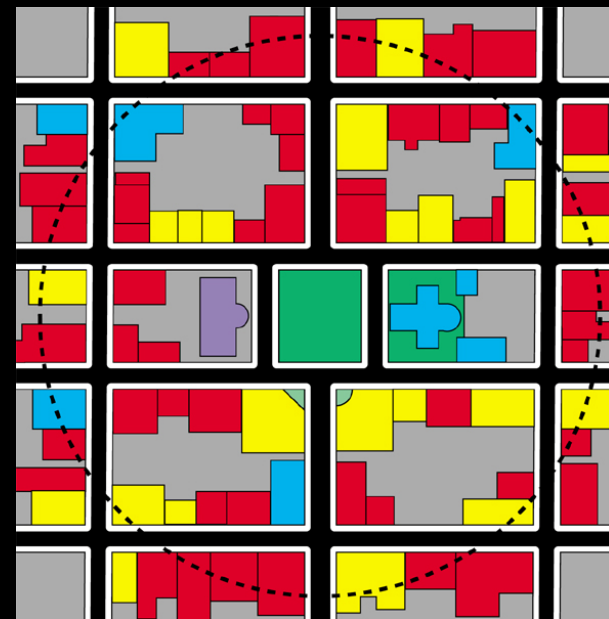
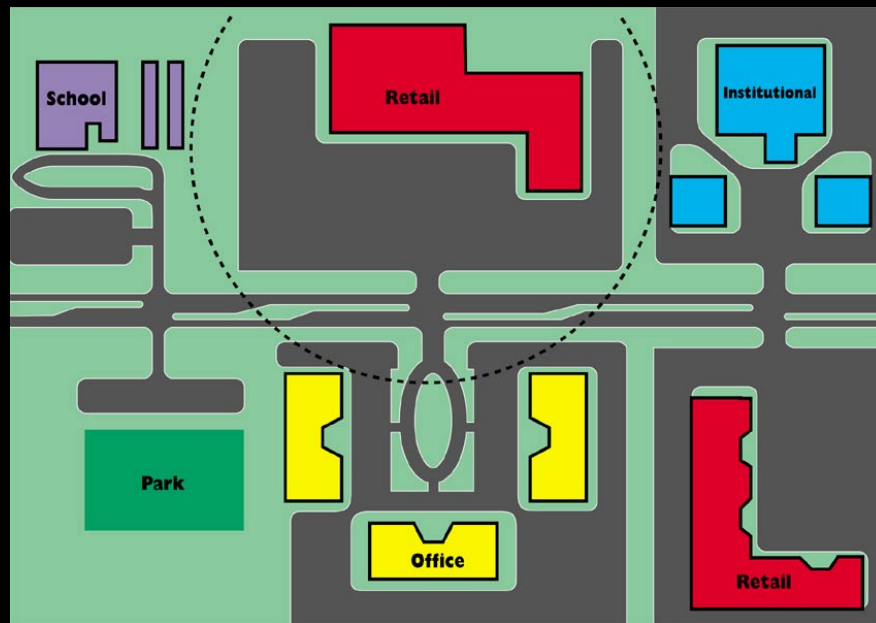
Network

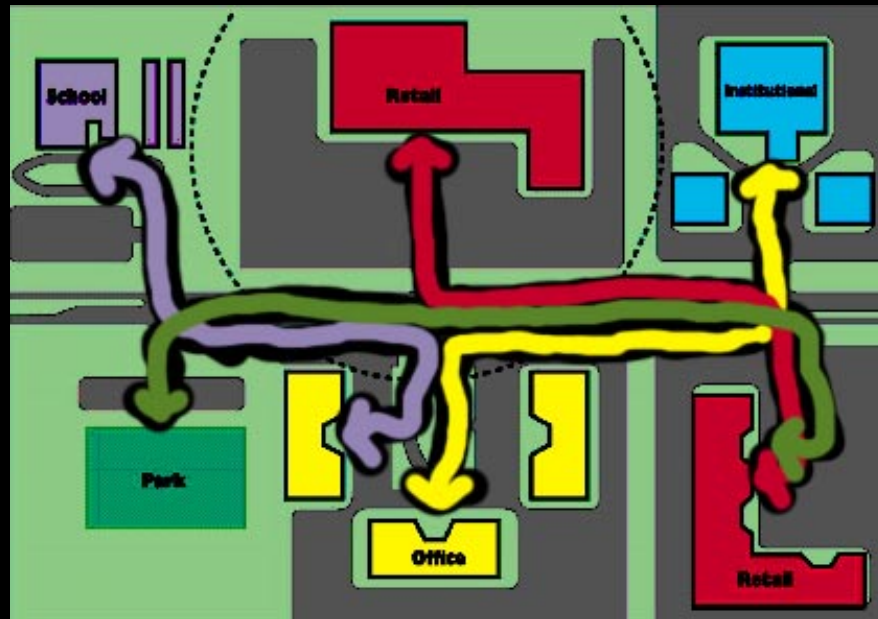
Same Lane-Miles

Greater Capacity

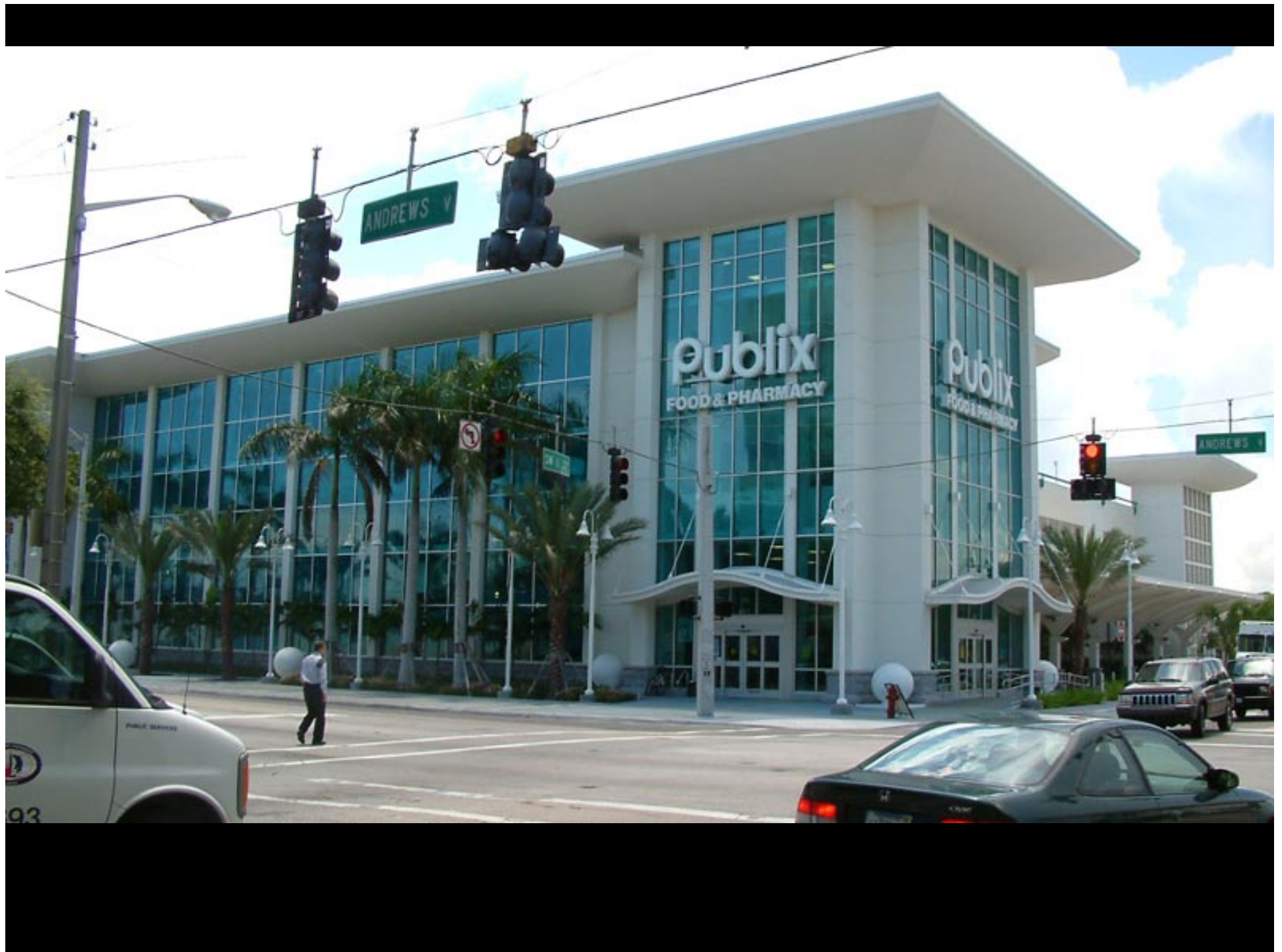


Sparse Hierarchy























PHOTOGRAPHY BY HAROLD KYLE





















K Mart

US Rd.

State Road 42

Solana Ave.

Winter Park
Village

Webster Ave.

Winter Park
Vo Tech

Denning Dr.













SUNDAY, APRIL 25, 1993

The Herald

PARADE

Across the nation, citizens with vision and a new community spirit are transforming once run-down urban areas—such as in Chattanooga, Tennessee—into exciting, people-friendly towns.

The Chattanooga back Mayor Don Kimes (lower right) with some of the citizens who helped revitalize their city.

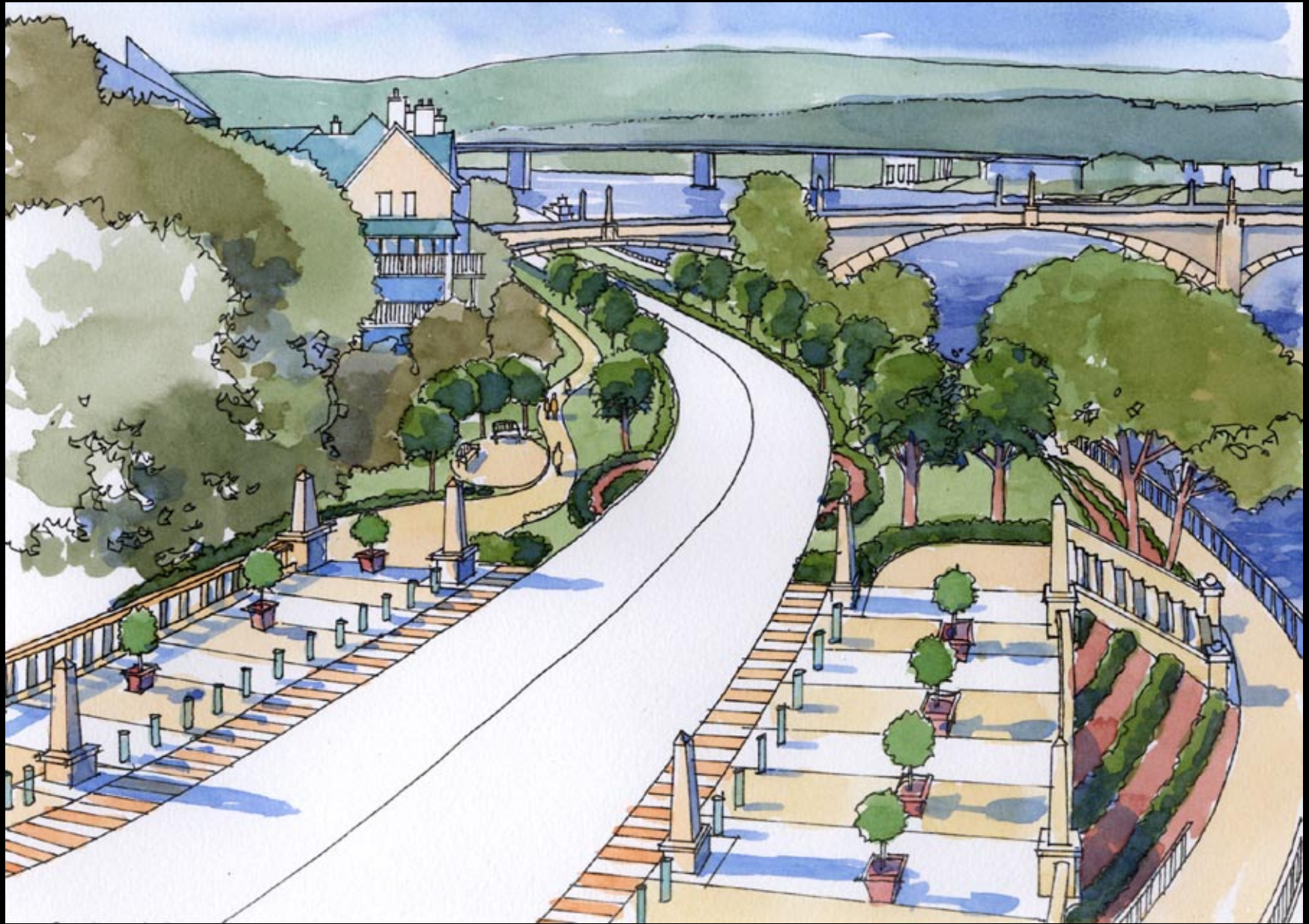
The Reborn American City A Place You Might Want To Live

A Report By Lamar Graham

INSIDE: What Is "Deep Play"?...By Diane Ackerman





















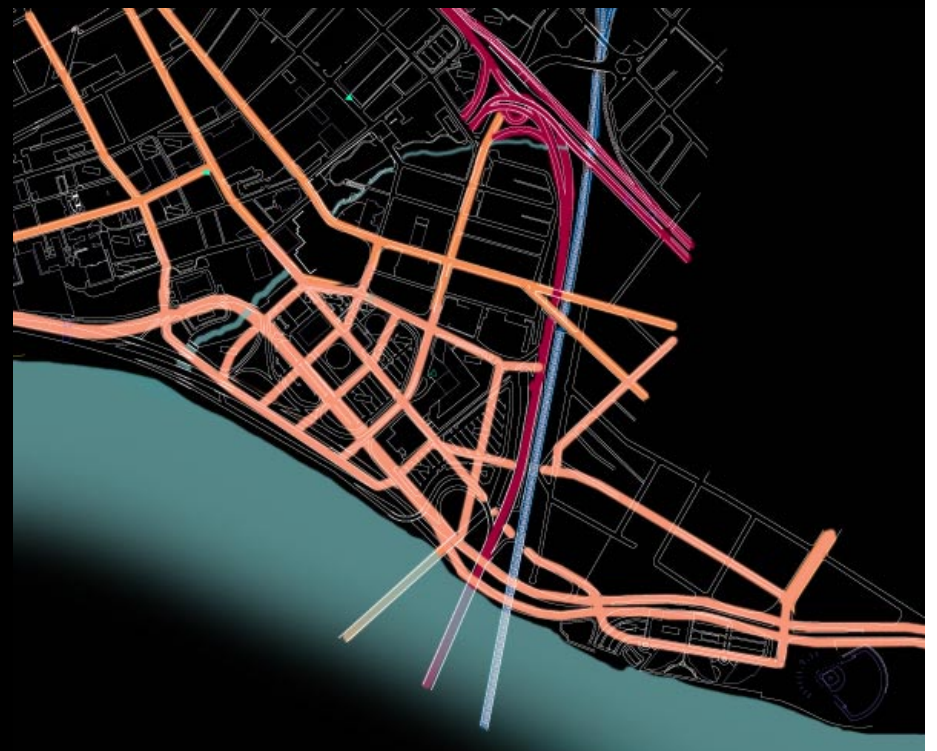








Existing Network



Future Network

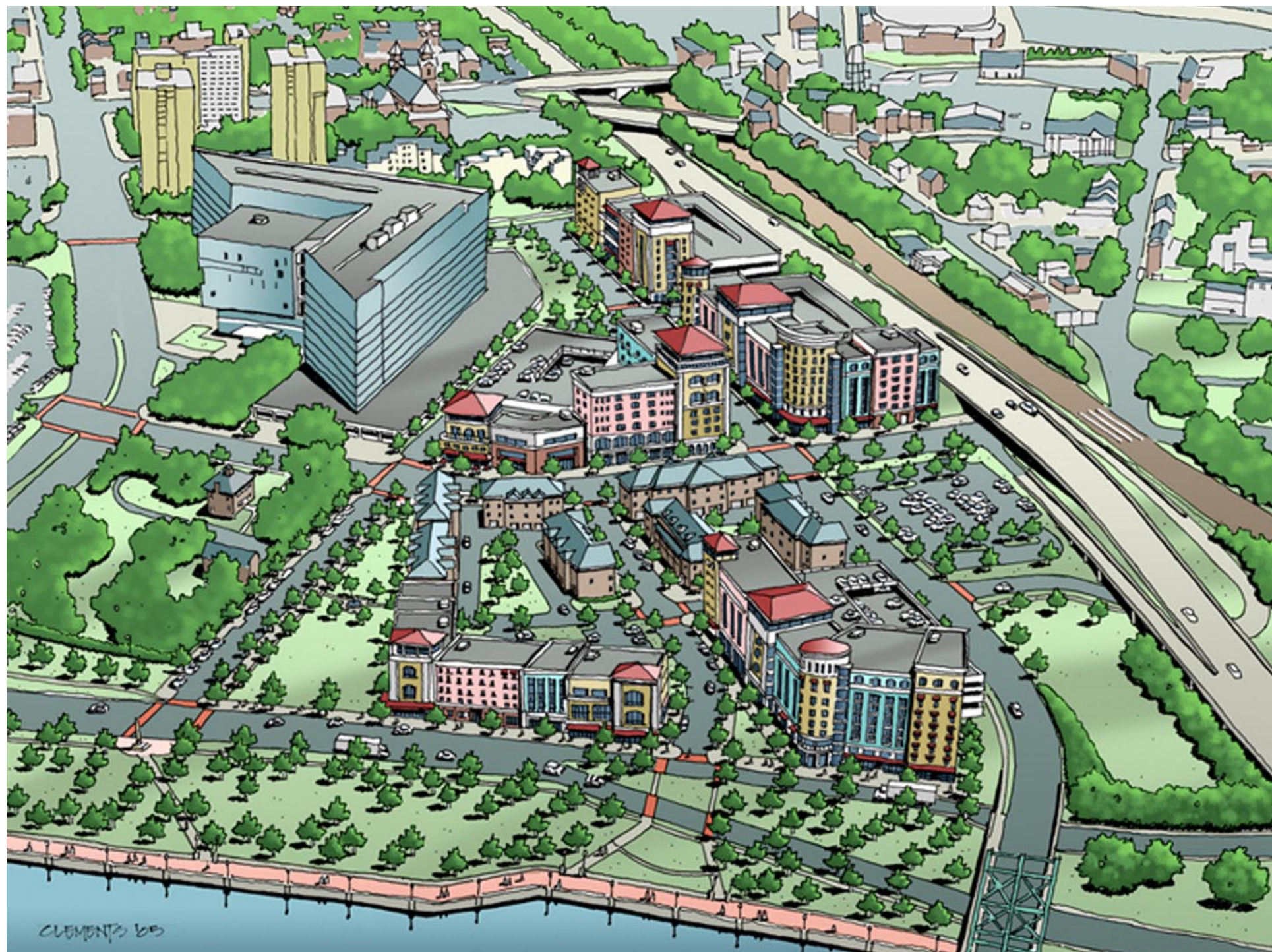






CLEMENTS 20





Remember . . . You have a choice

10 Planning January 2003

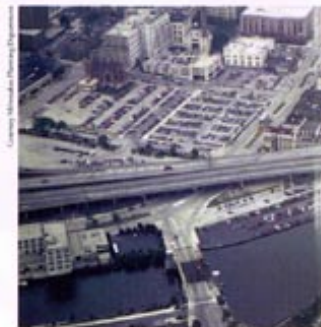
On a Tear

By Lisa Schreiberman

Looking for land? Try tearing down a highway



If all goes according to schedule, Milwaukee will demolish its Park East Freeway later this year and replace it with housing, shops, and offices. Although unusual, Milwaukee's approach to creating valuable downtown real estate is not unique. San Francisco and Toronto are also bulldozing urban freeways. Way back in 1974 Portland, Oregon, tore up Harbor Drive to build a



Milwaukee: Three decades to repair

The Park East Freeway is part of a never-completed 1960s ring road in Milwaukee. In 1978, four state assembly members, including John Norquist, halted the highway's construction. By then, crews had already cut through a mile of city streets between Interstate 43 and the central business district and cleared land to the east for the next segment. For 30 years, the elevated Park East created such a barrier between downtown and neighborhoods to the north that, according to Peter Park, Milwaukee's director of planning, "a lot of the land cleared [for the highway] has never recovered."

Then in 1991 the Mandel Group, a Milwaukee-based developer, opened a luxury rental apartment and condominium complex and supermarket on the land prepared for the ring road. Their success—the supermarket has the highest sales of any in Milwaukee and the condos sell for \$500,000—signaled the potential for upscale development. However, the central business district lacked large lots, and the Park East Freeway prevented expansion to the north where land was available.

At around this time, the Wisconsin Department of Transportation estimated that repairing the Park East Freeway would cost \$80 million. Mayor Norquist felt that the Park East "had become so inefficient it didn't make sense to rebuild."

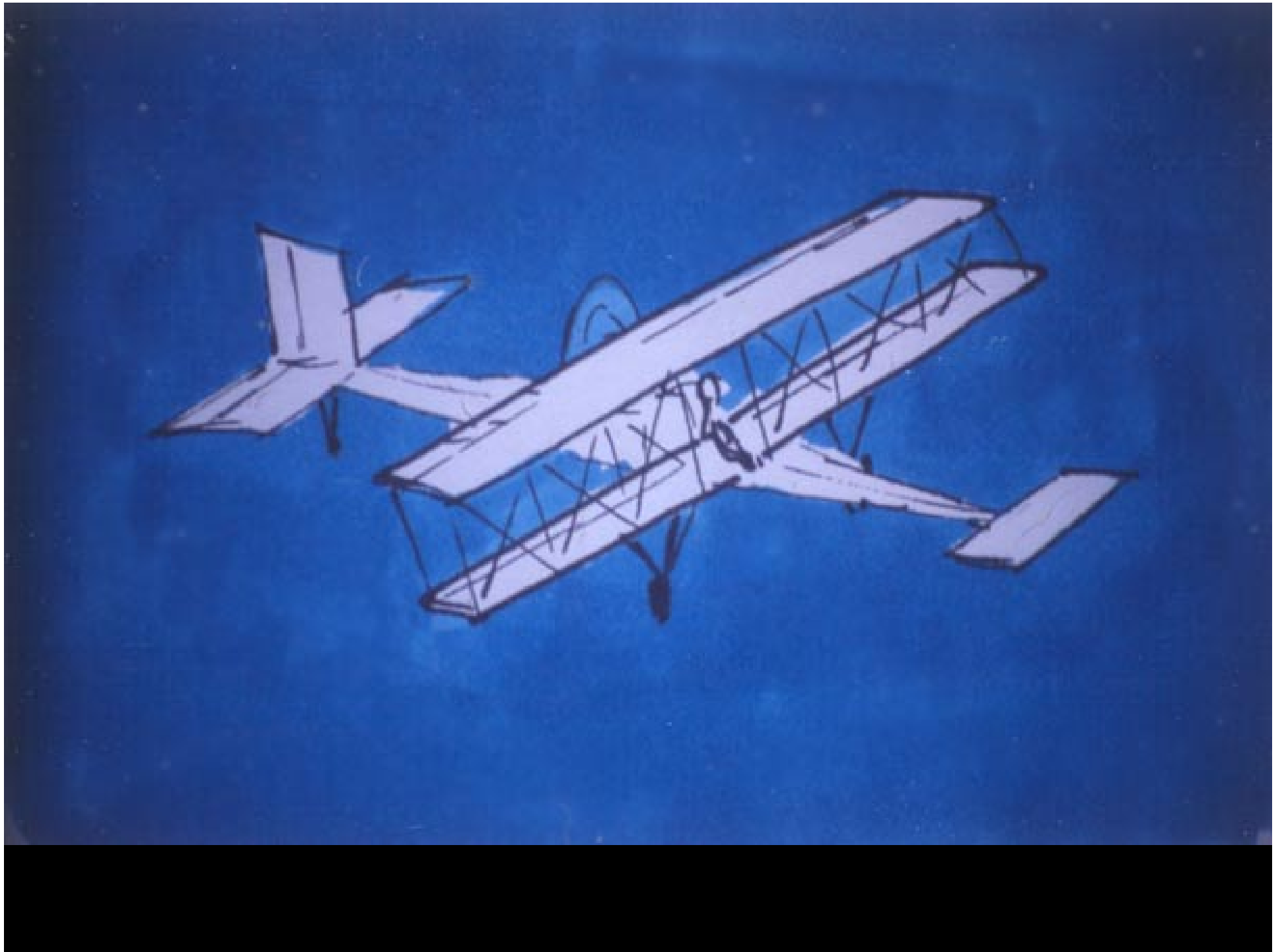
The key to convincing people and businesses that Milwaukee would not be crippled by the Park East's demolition was a traffic study conducted in 1995 by the Southeastern Wisconsin Regional Planning Commission (SWRPC), Milwaukee's metropolitan planning organization. SWRPC found that "the central business district can accommodate [removal of the highway] without a significant increase in traffic congestion." The Park East

San Francisco dismantled the Embarcadero freeway (opposite, bottom) and may dismantle the Central freeway (opposite, top). Now other cities are following suit. One of them is Milwaukee (this page), which expects to replace its Park East Freeway with housing, shops, and offices.

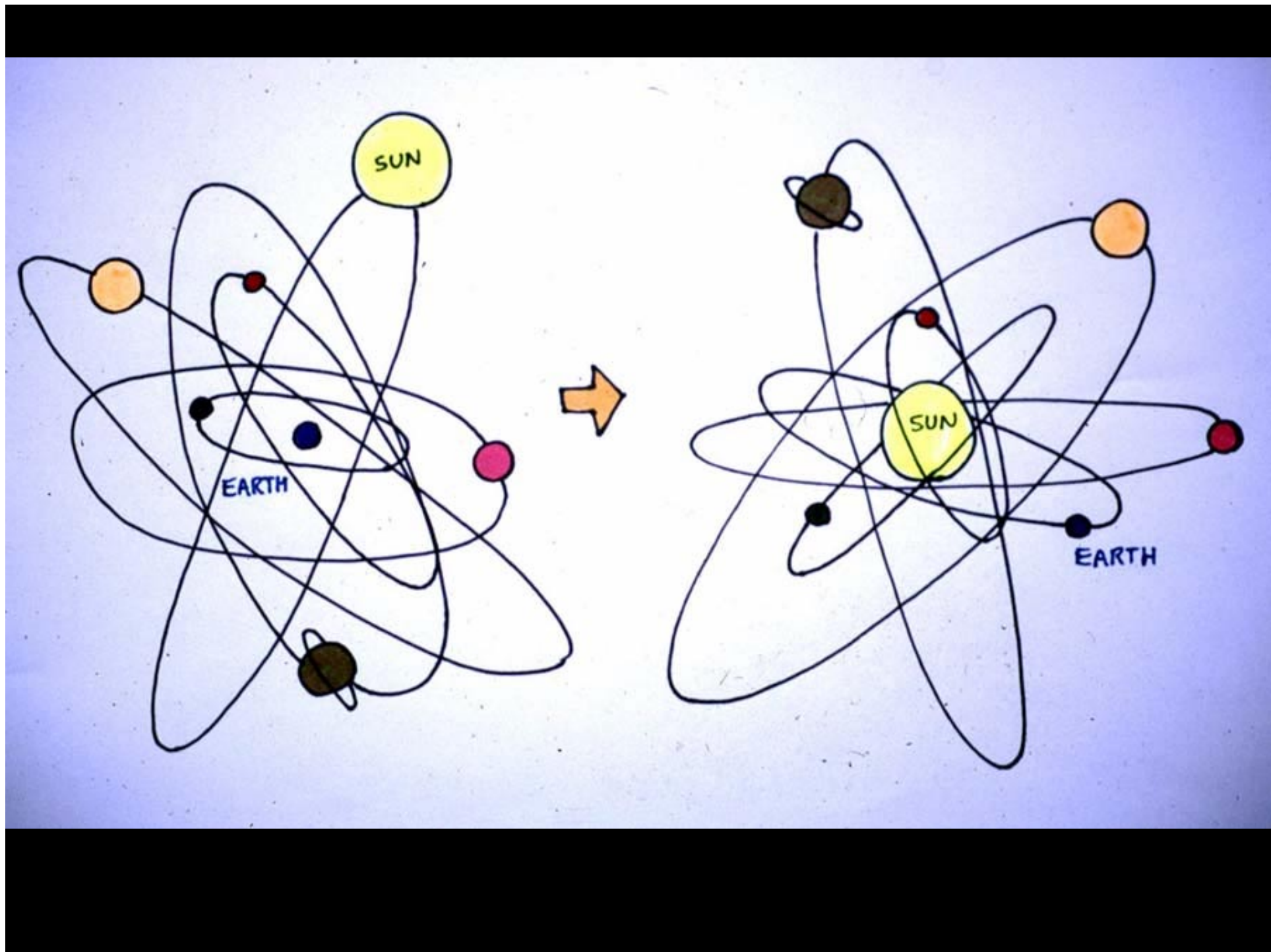
That's what San Francisco did.

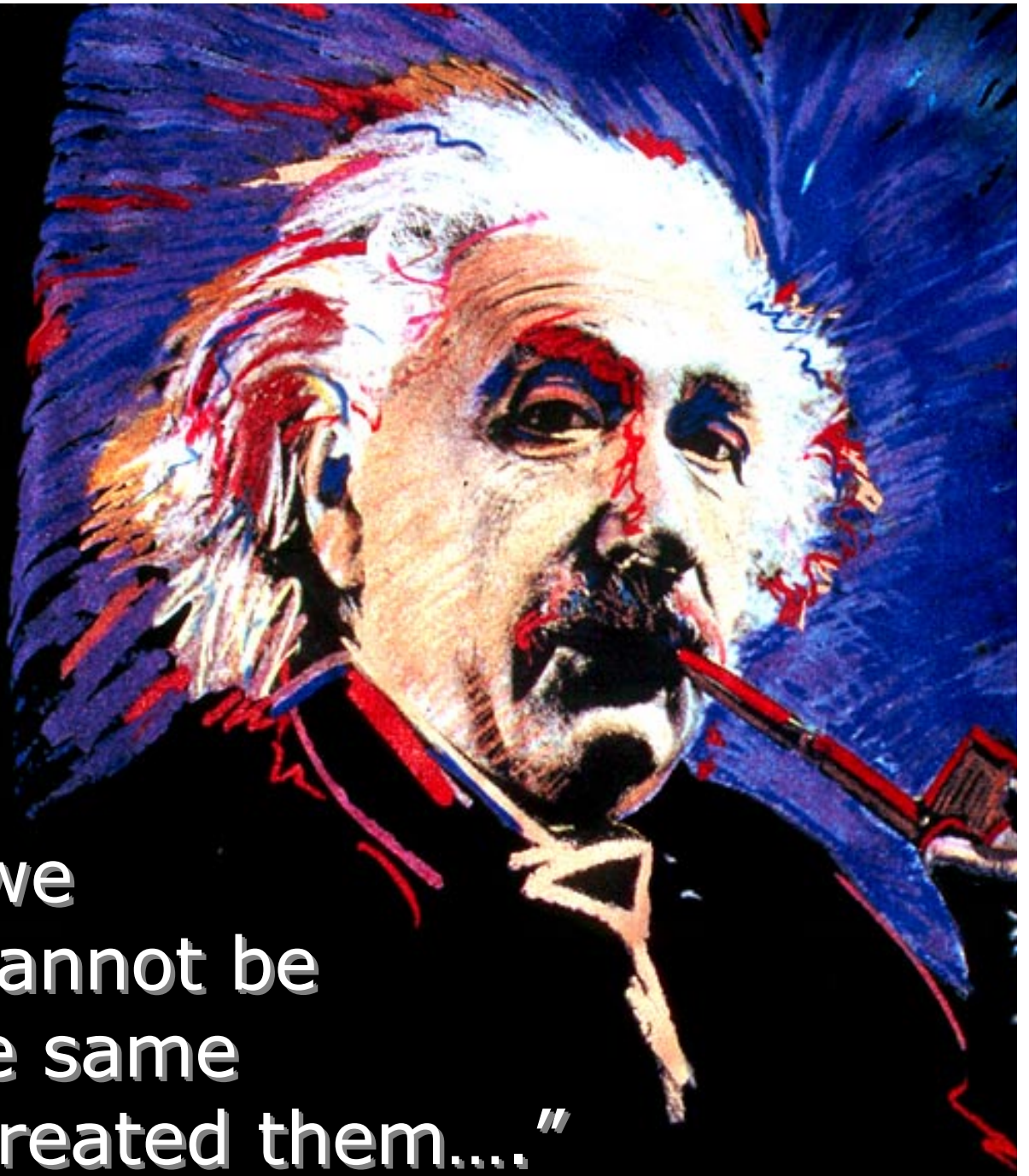
And what Milwaukee is doing.











The problems we
Have created cannot be
Solved with the same
Thinking that created them...."





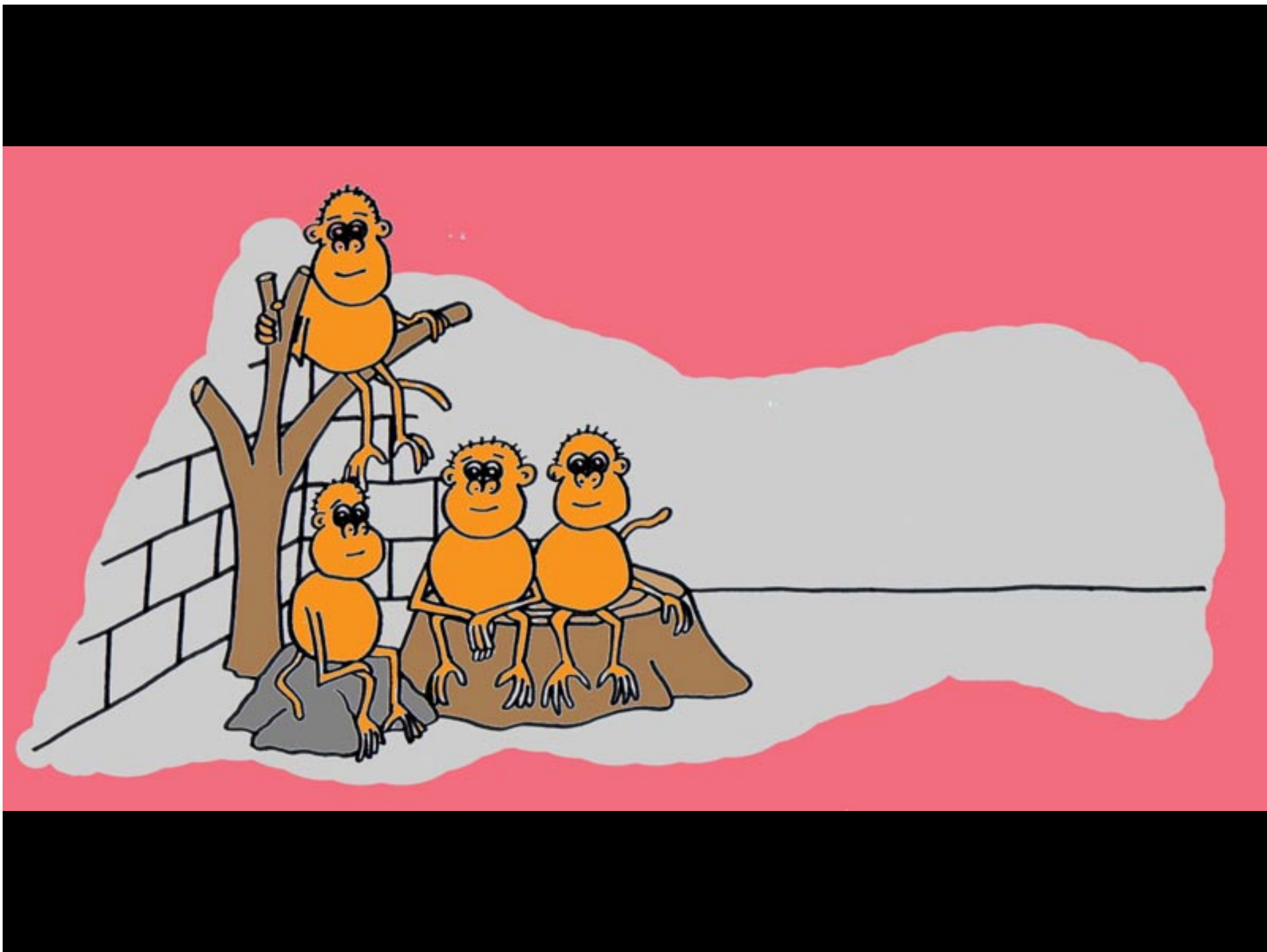
“...the possible benefits of required seat belts would not justify the costs to the manufacturers and the public.”

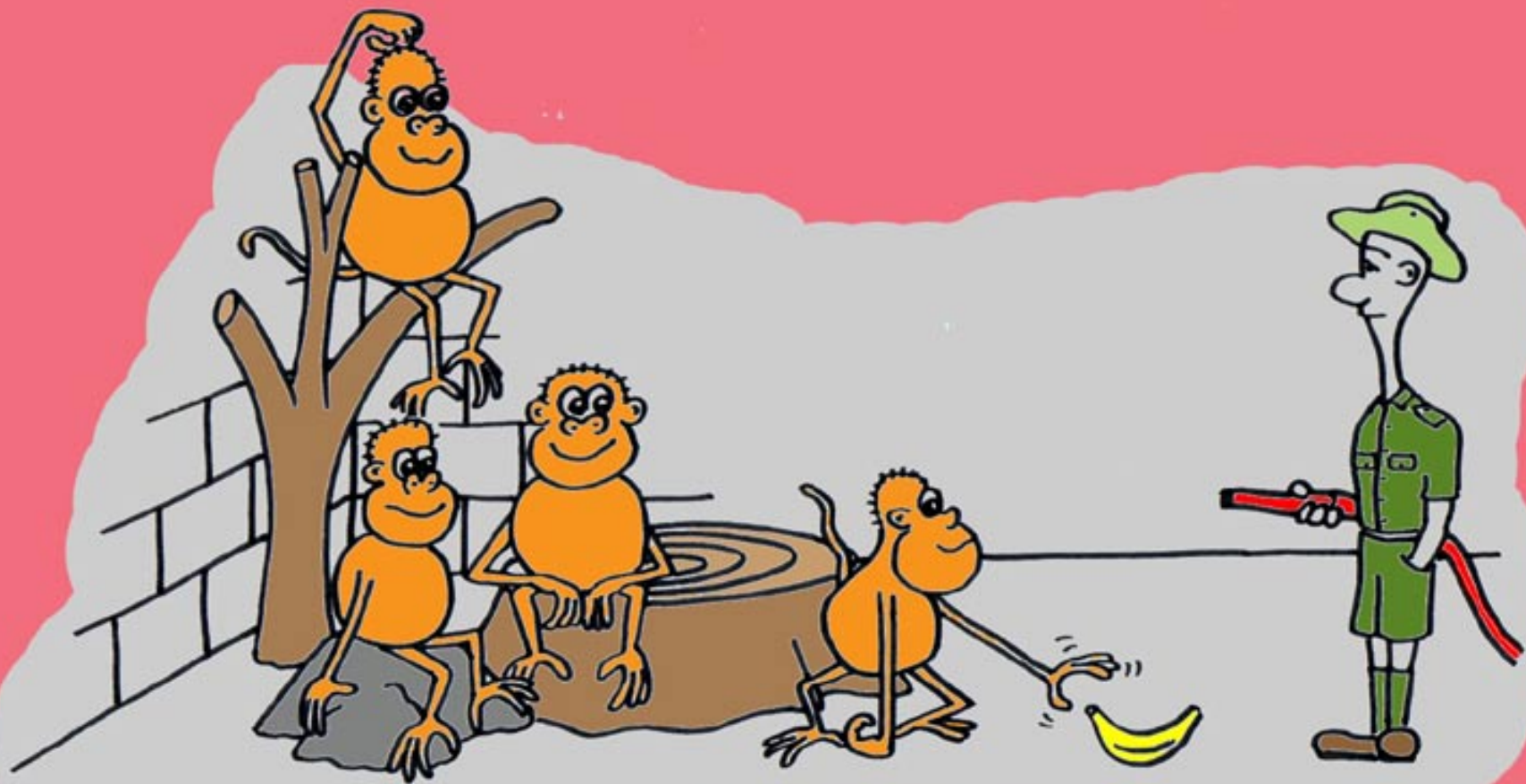
1970

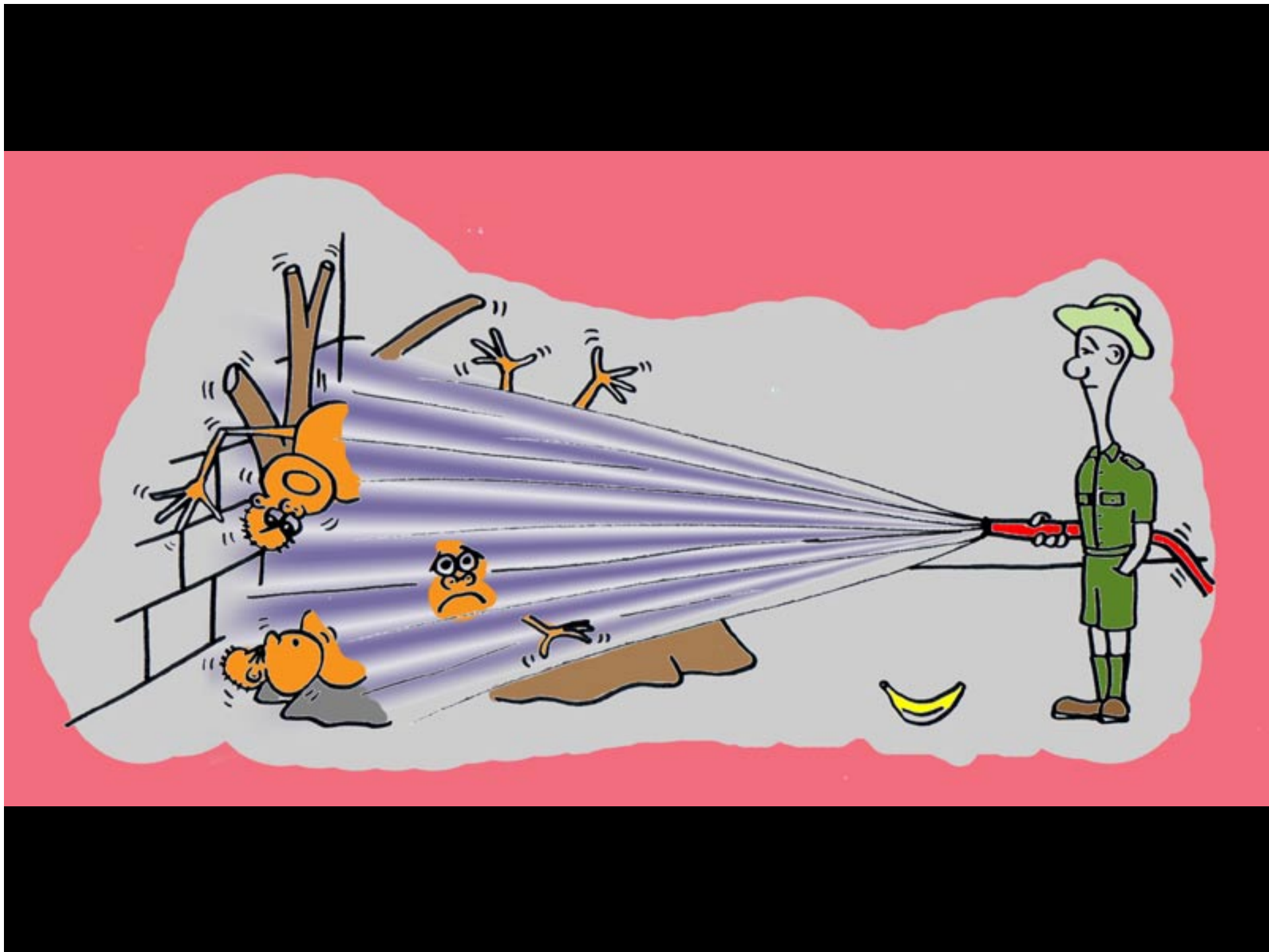
“...the possible benefits of required seat belts would not justify the costs to the manufacturers and the public.”

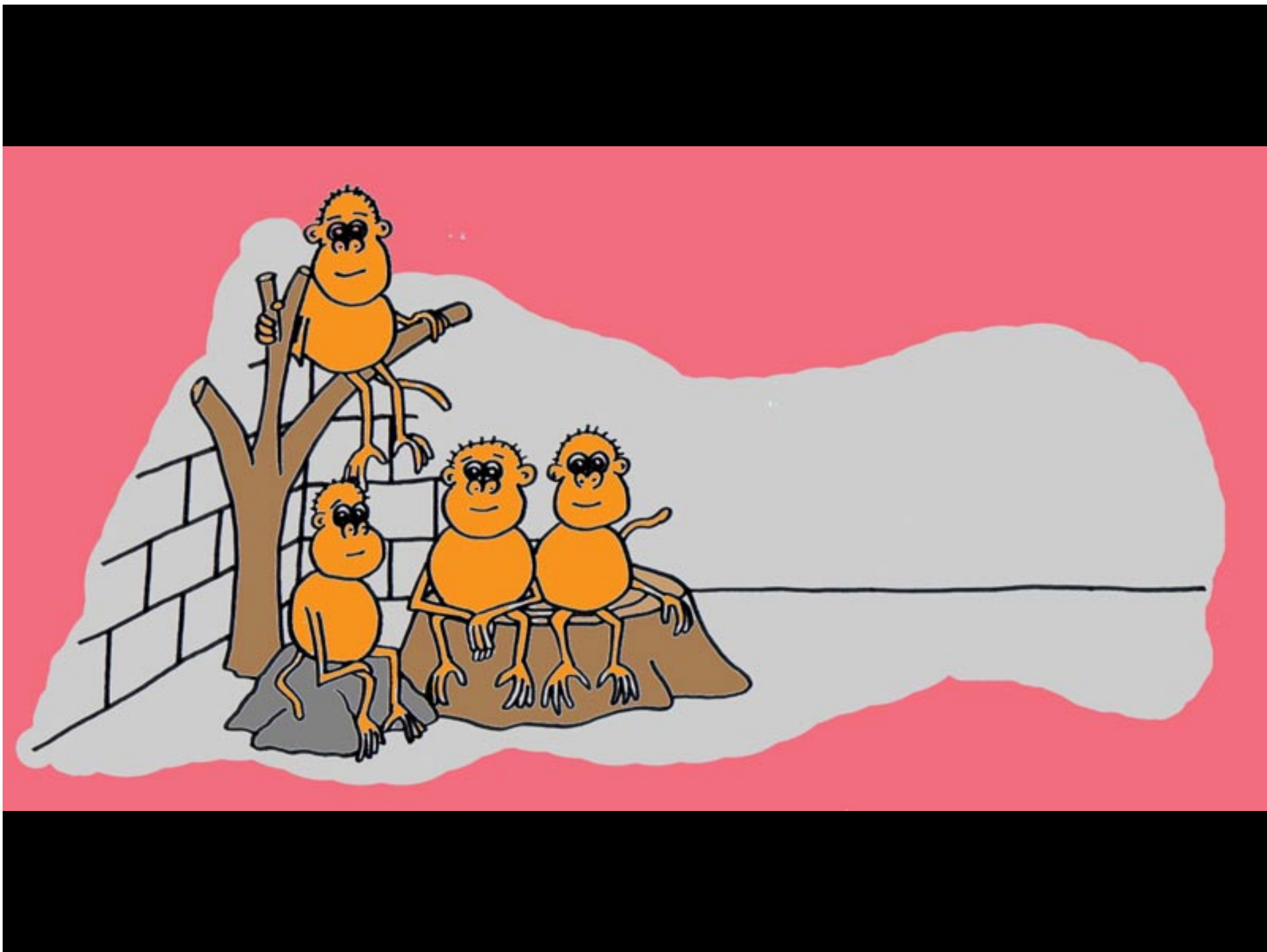
National Highway Traffic Safety Administration, 1970



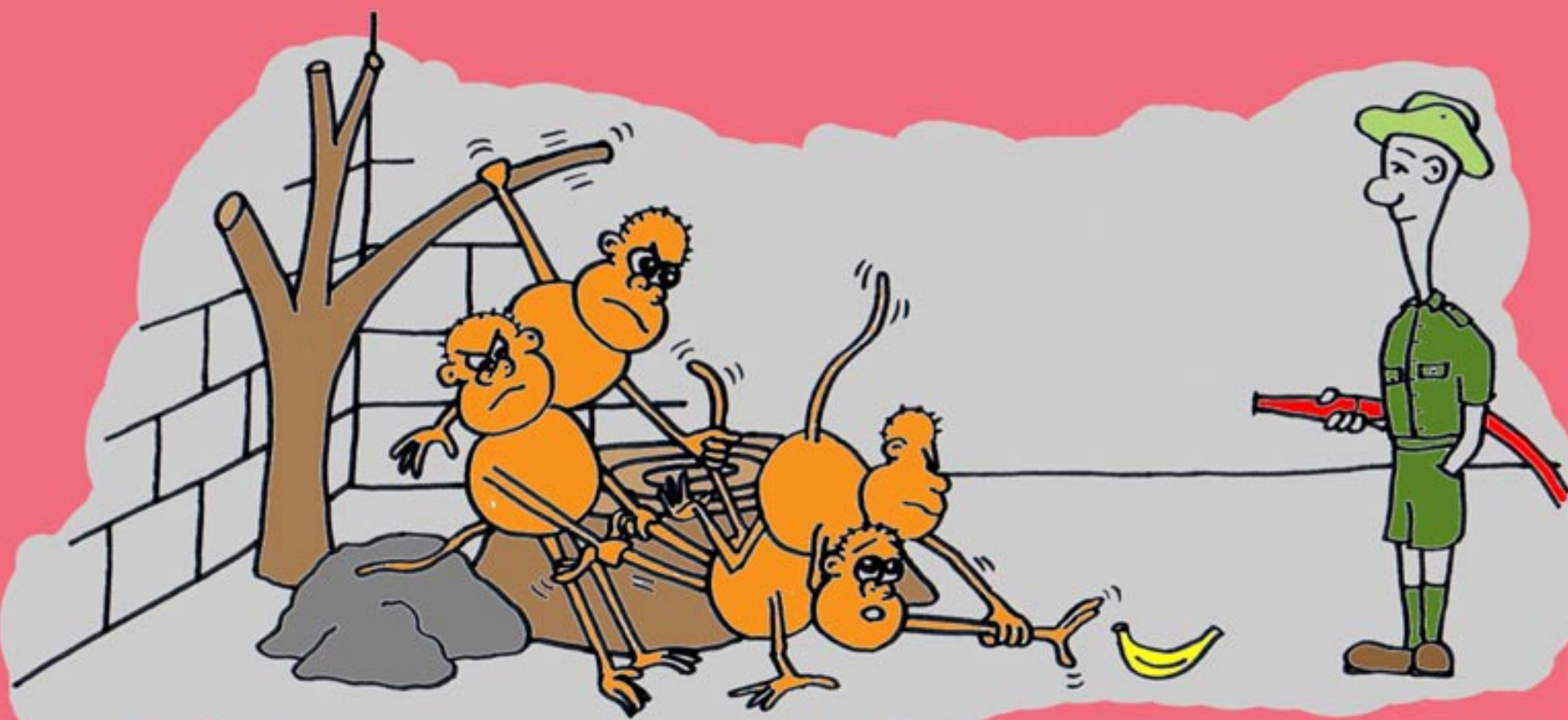




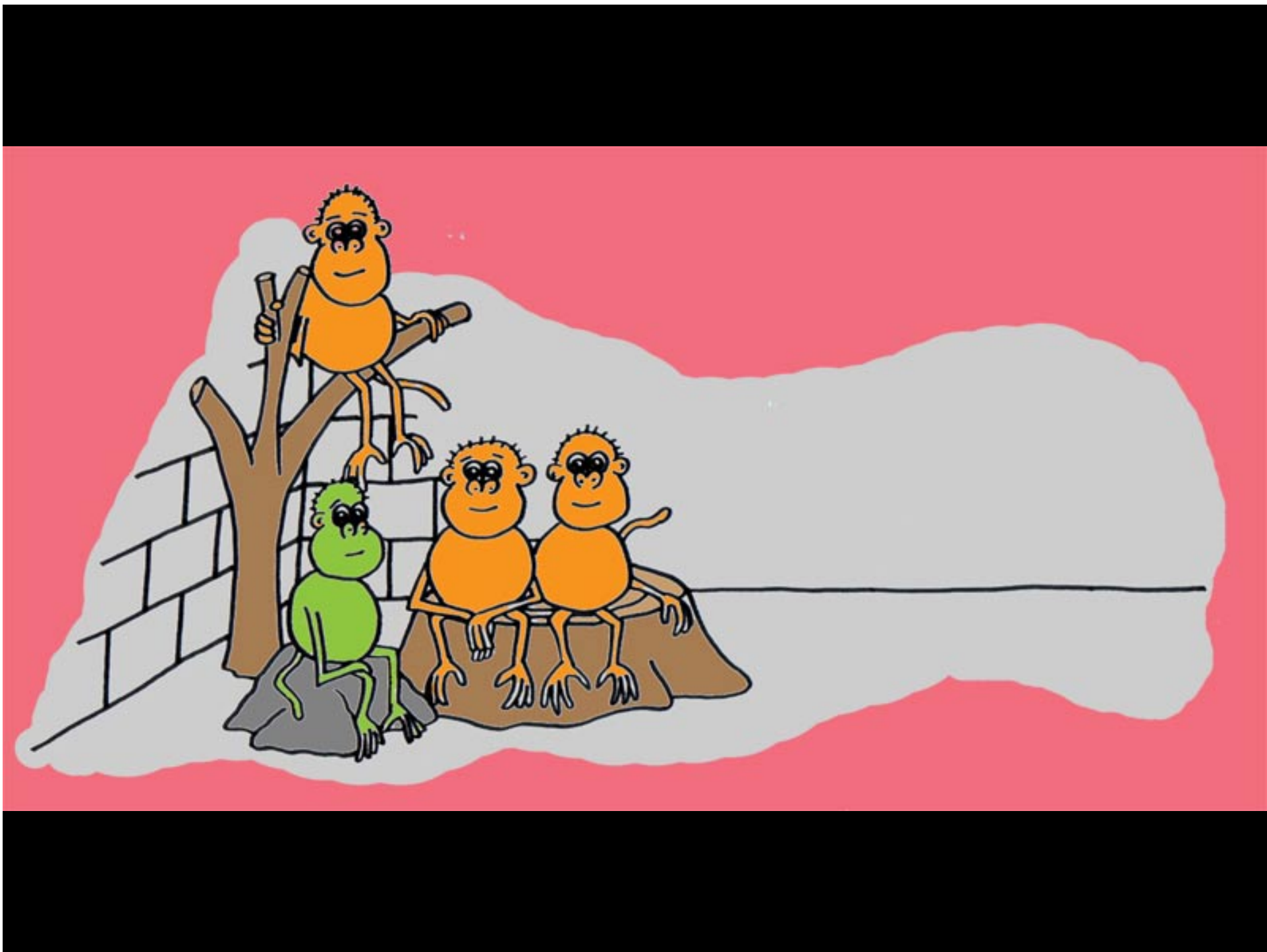




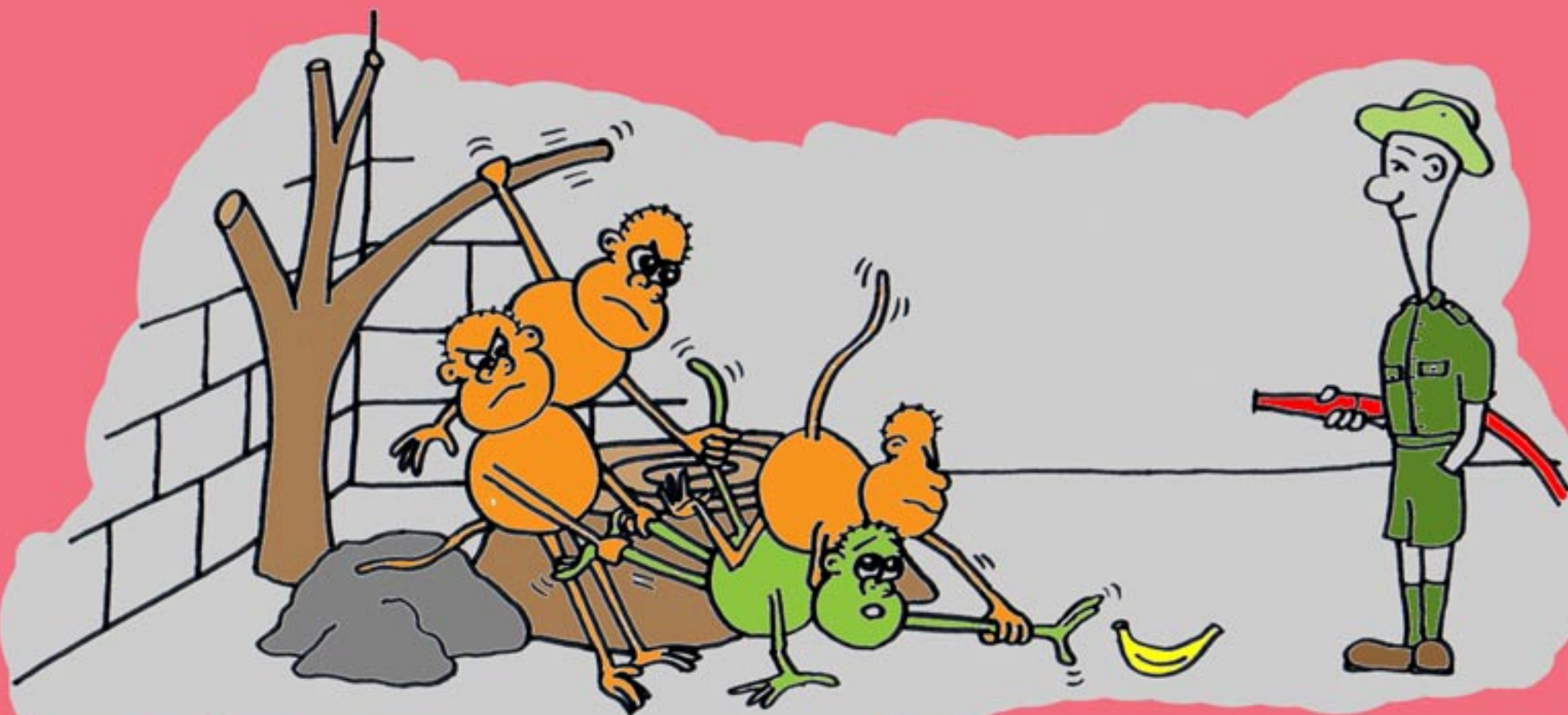














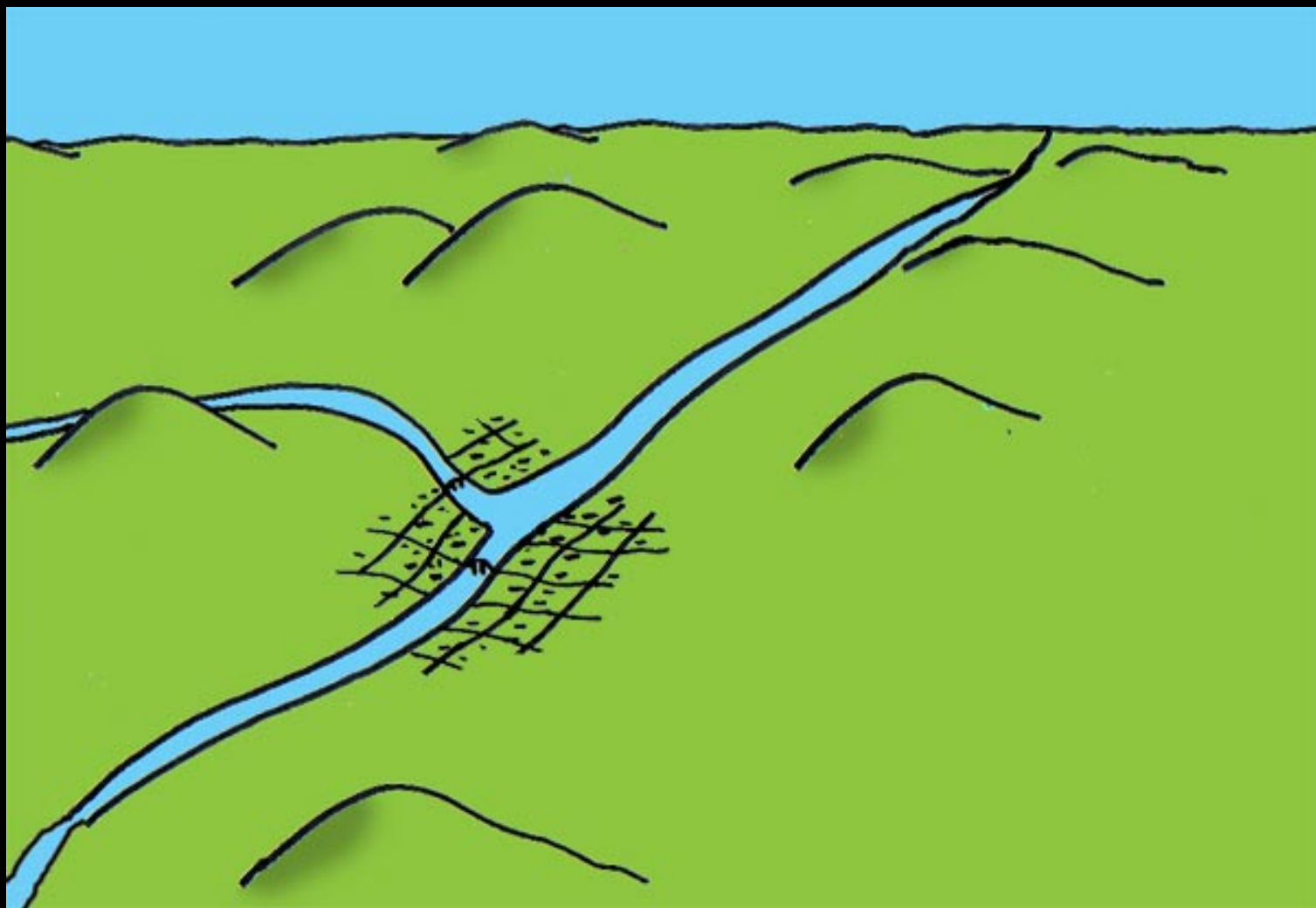


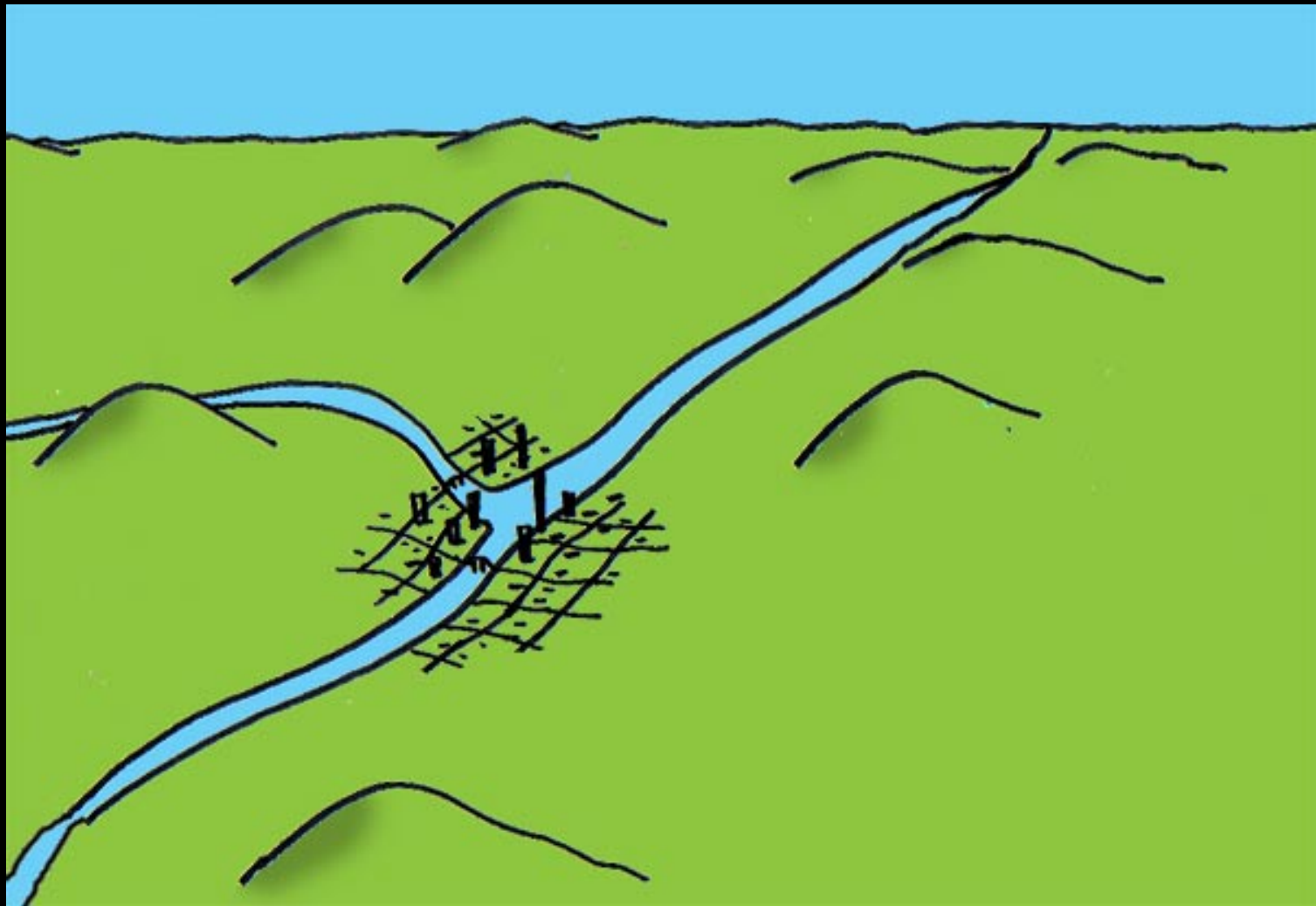


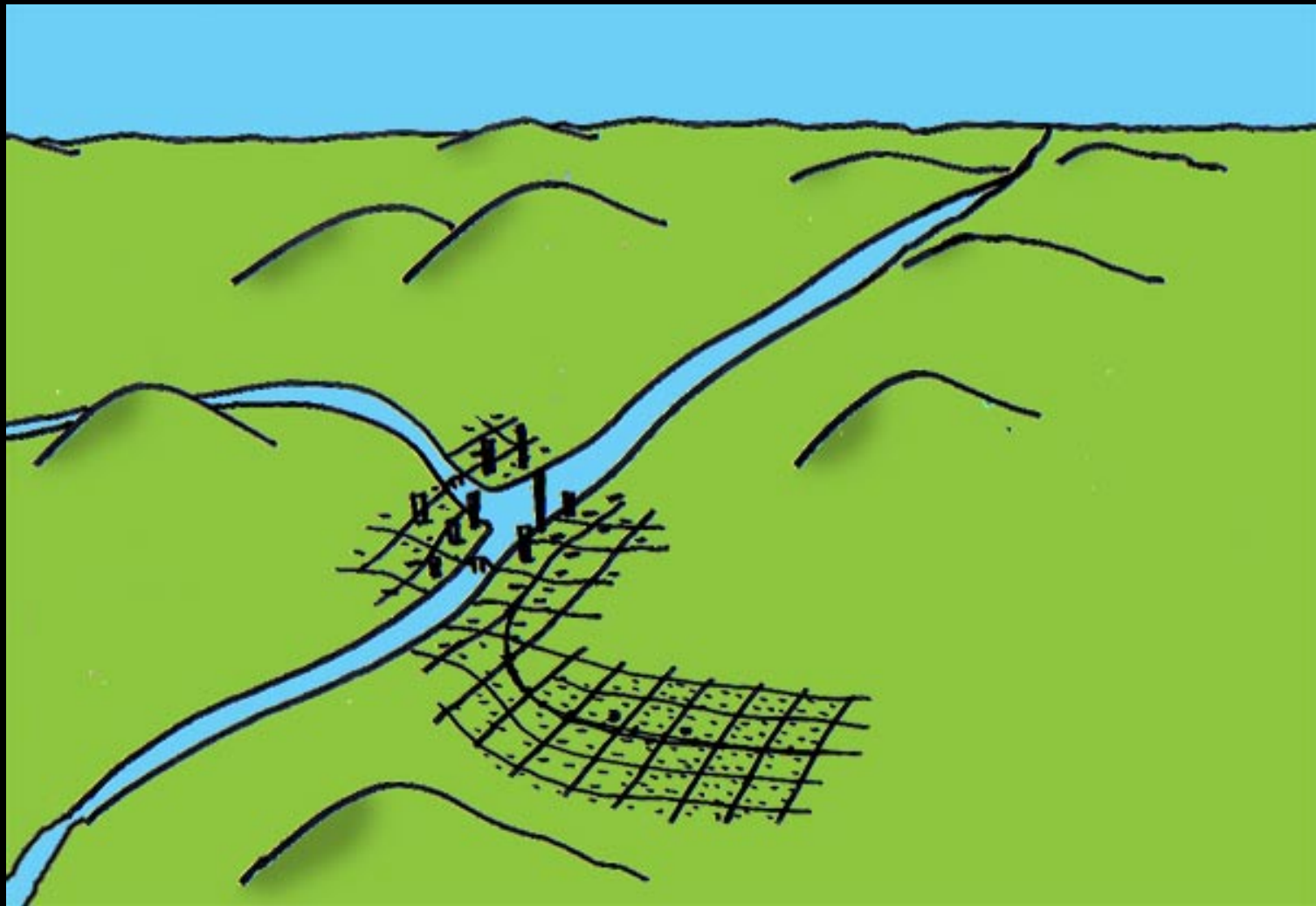


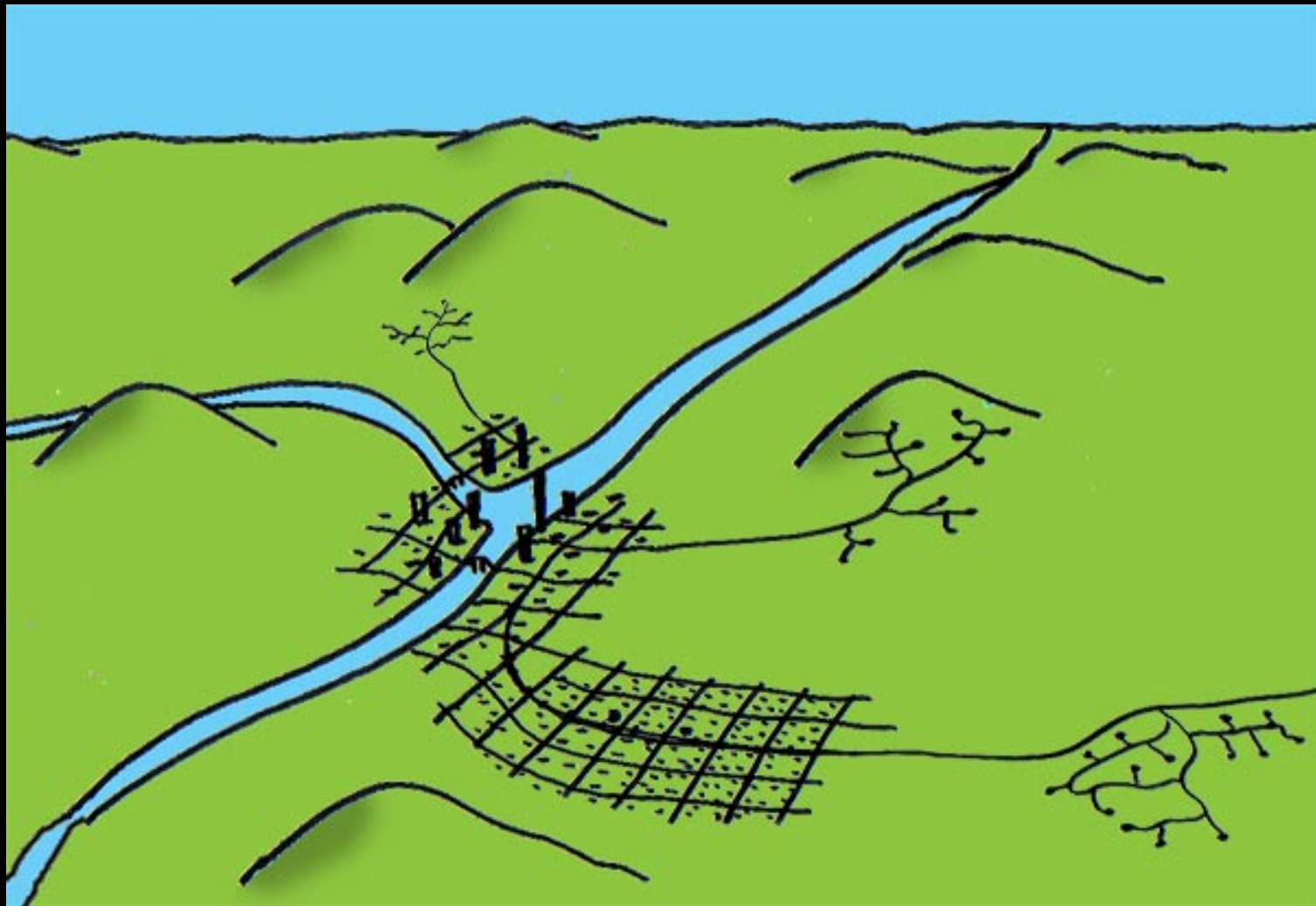


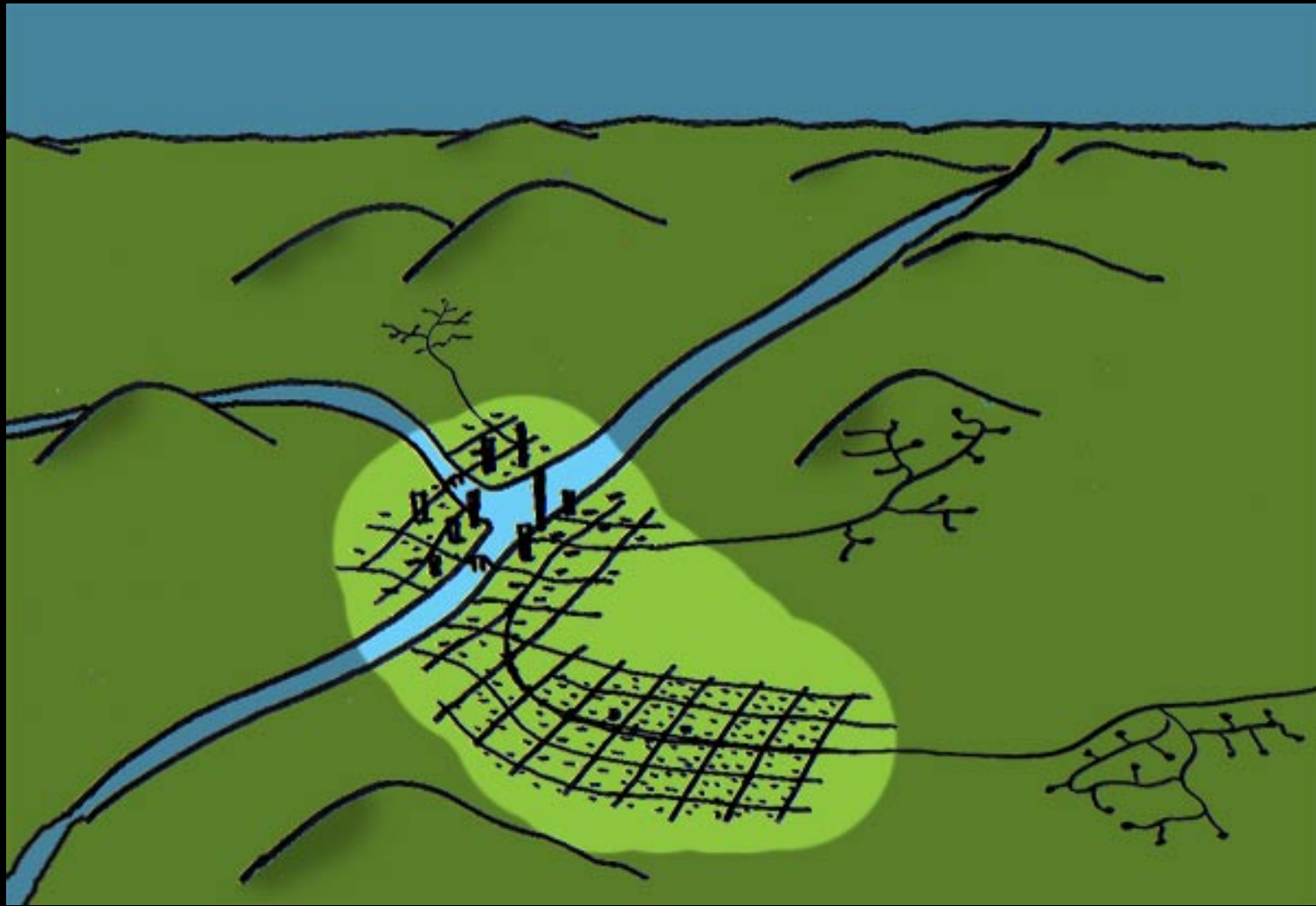
Go for the banana!







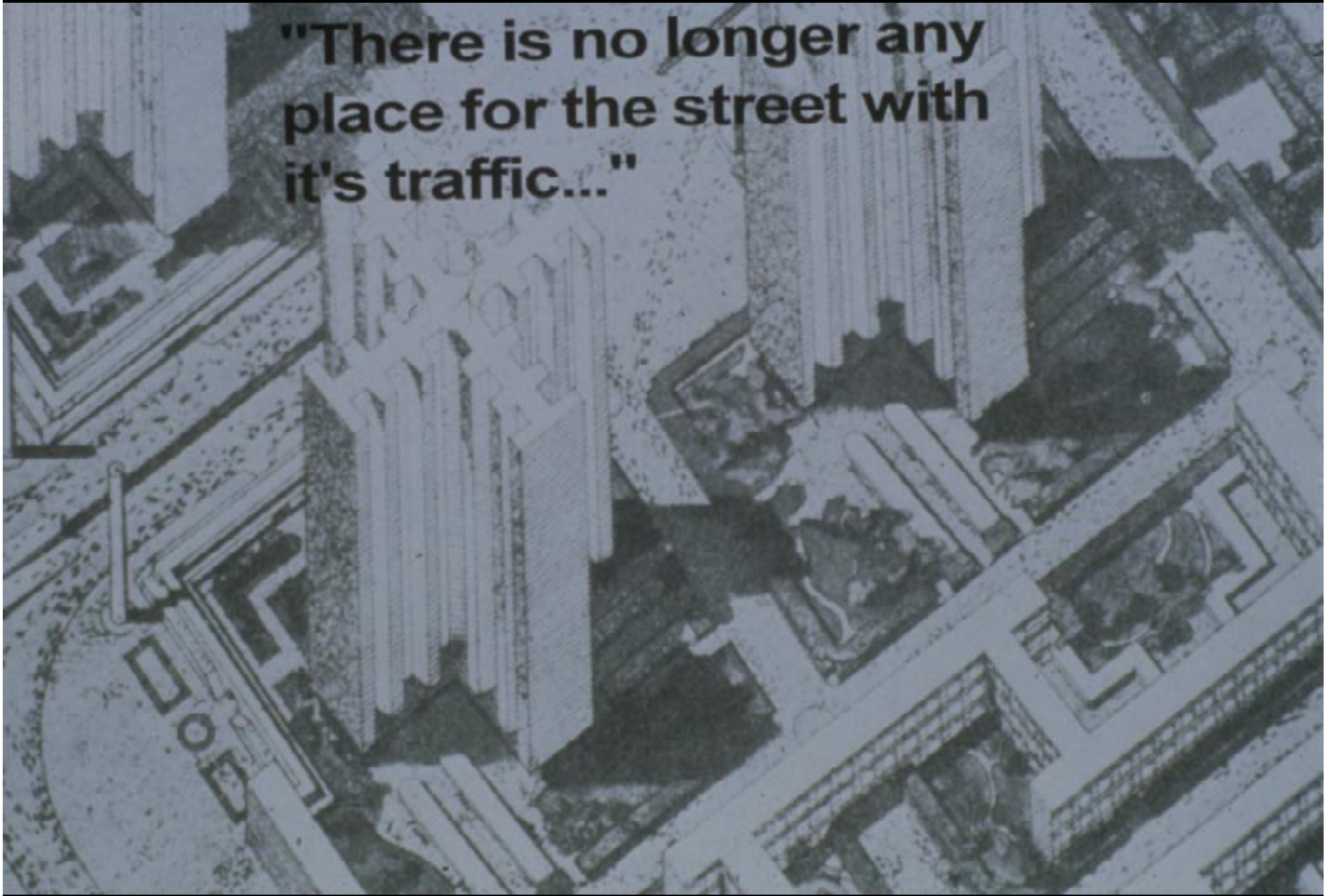




Le Corbusier
"Dawn of a new start"



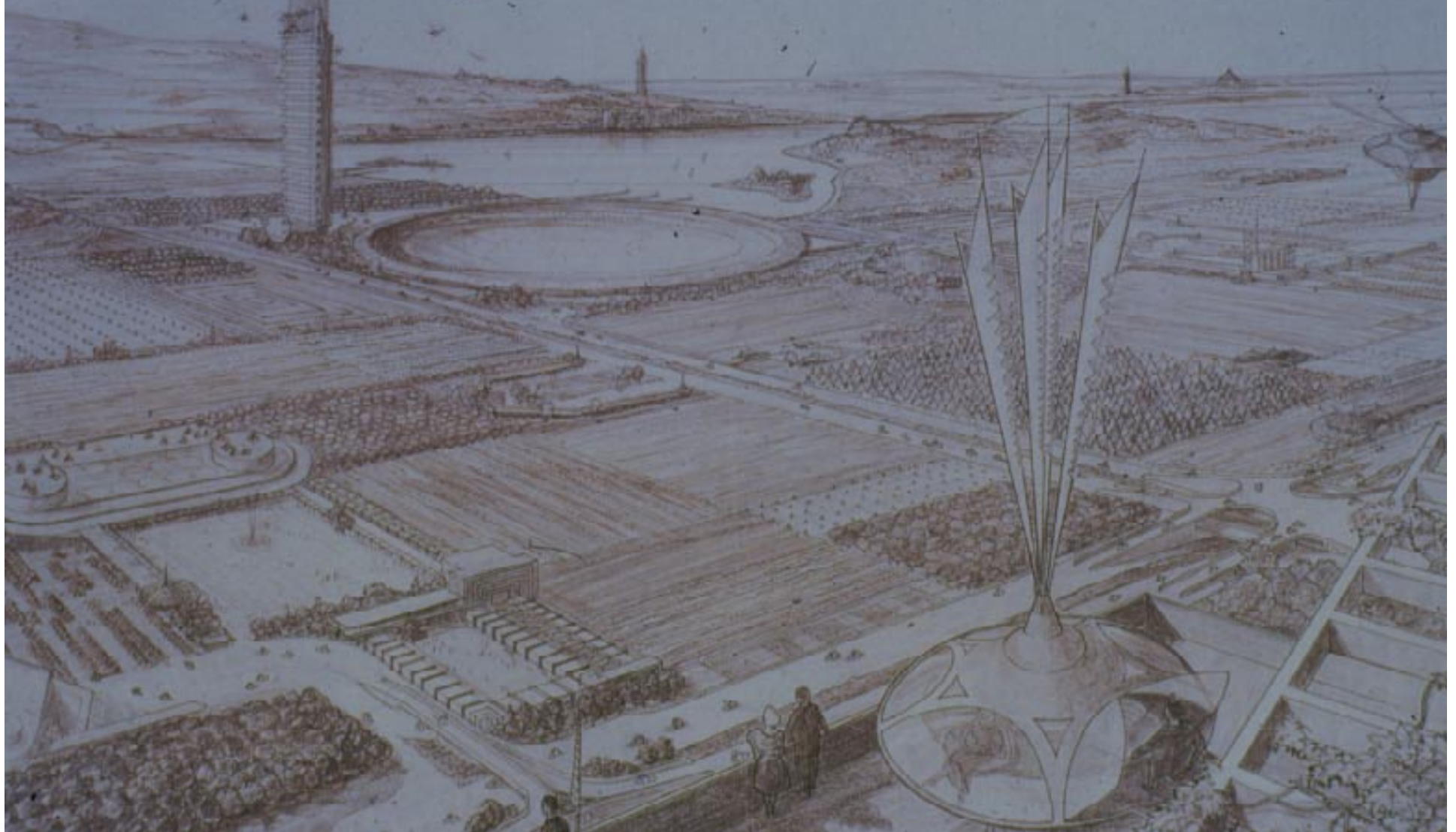
**"There is no longer any
place for the street with
it's traffic..."**



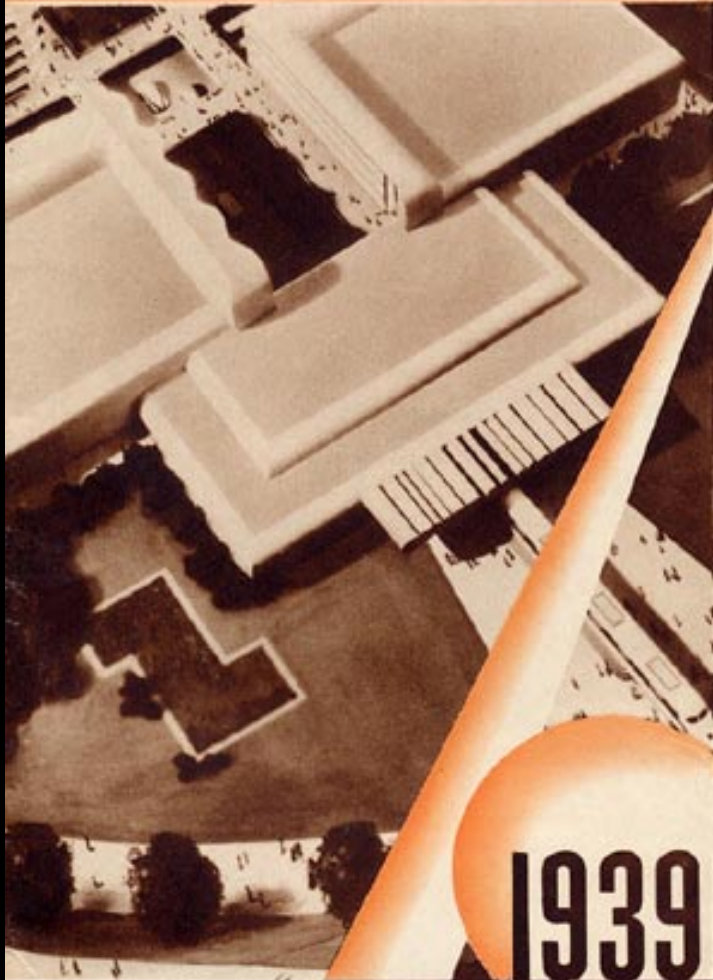
Frank Lloyd Wright



**"Broadacre City is
everywhere or nowhere"**



THE
GENERAL MOTORS
EXHIBIT BUILDING

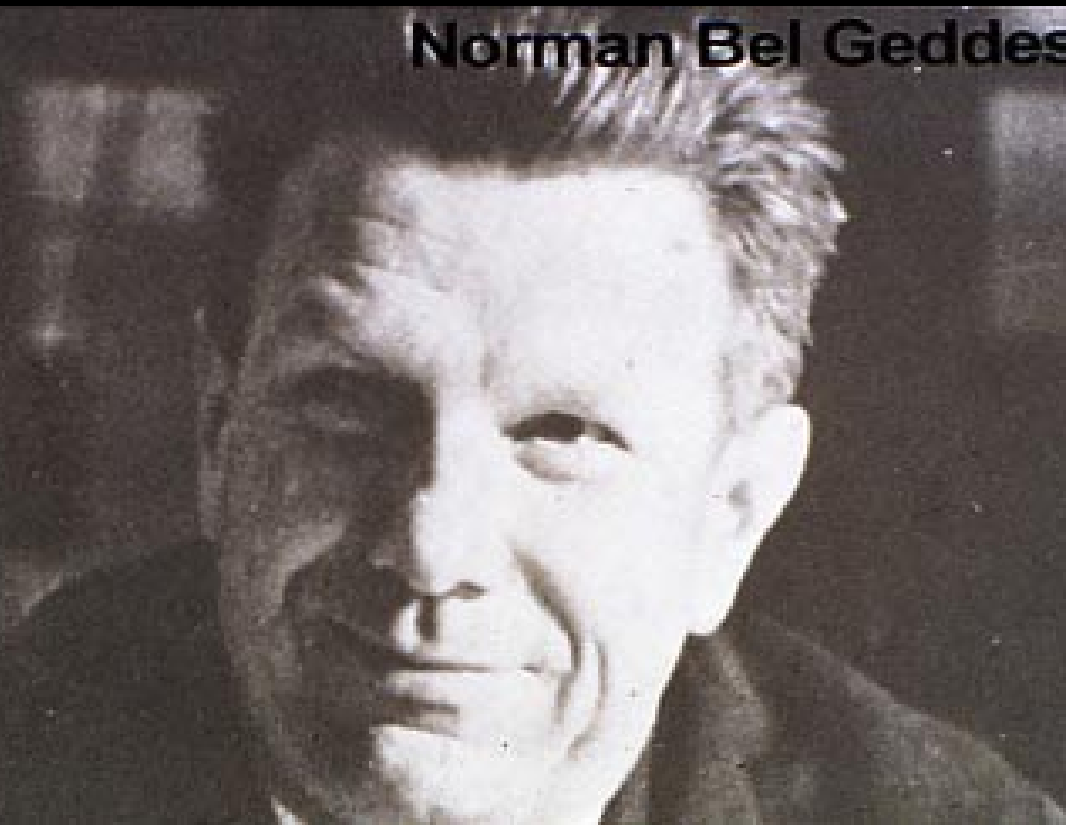


1939

New York World's Fair

HIGHWAYS AND HORIZONS

Norman Bel Geddes





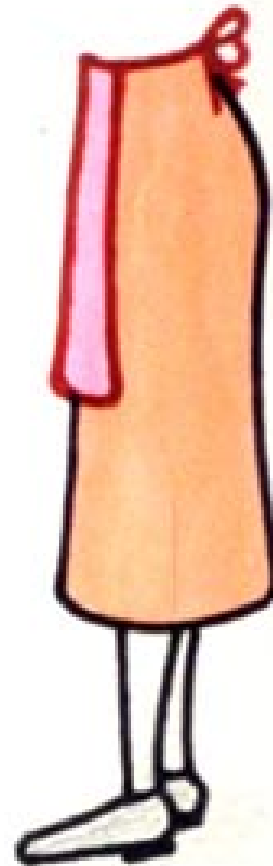
HIGHWAY CAPACITY MANUAL

Special Report 209

TRANSPORTATION RESEARCH BOARD
National Research Council



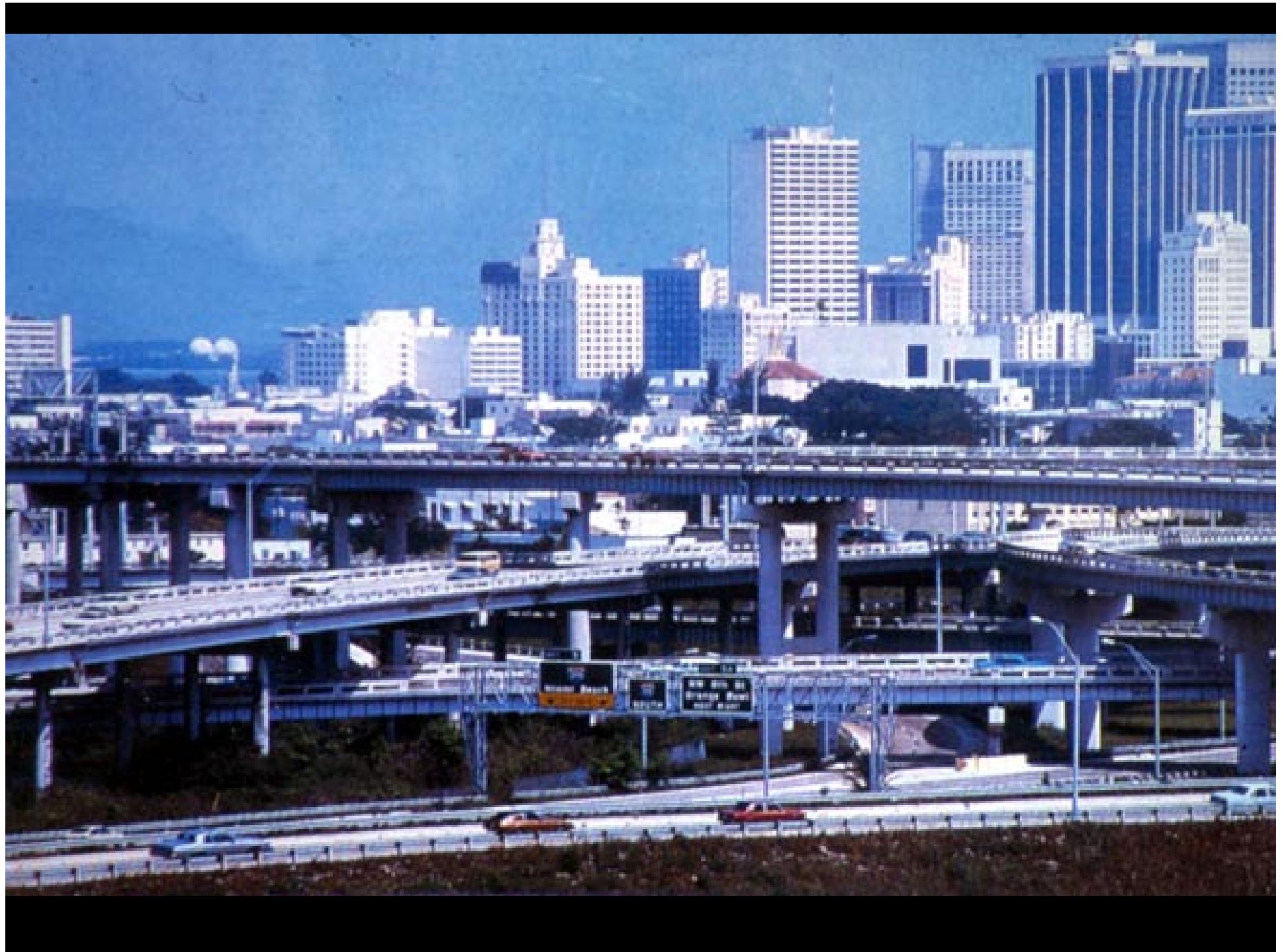
DEAR, YOU CAN'T
BE A POLICEMAN.
YOU'RE A GIRL.



CHOICE OF LANGUAGE
(SHOWING BIAS, CREATING BIAS)

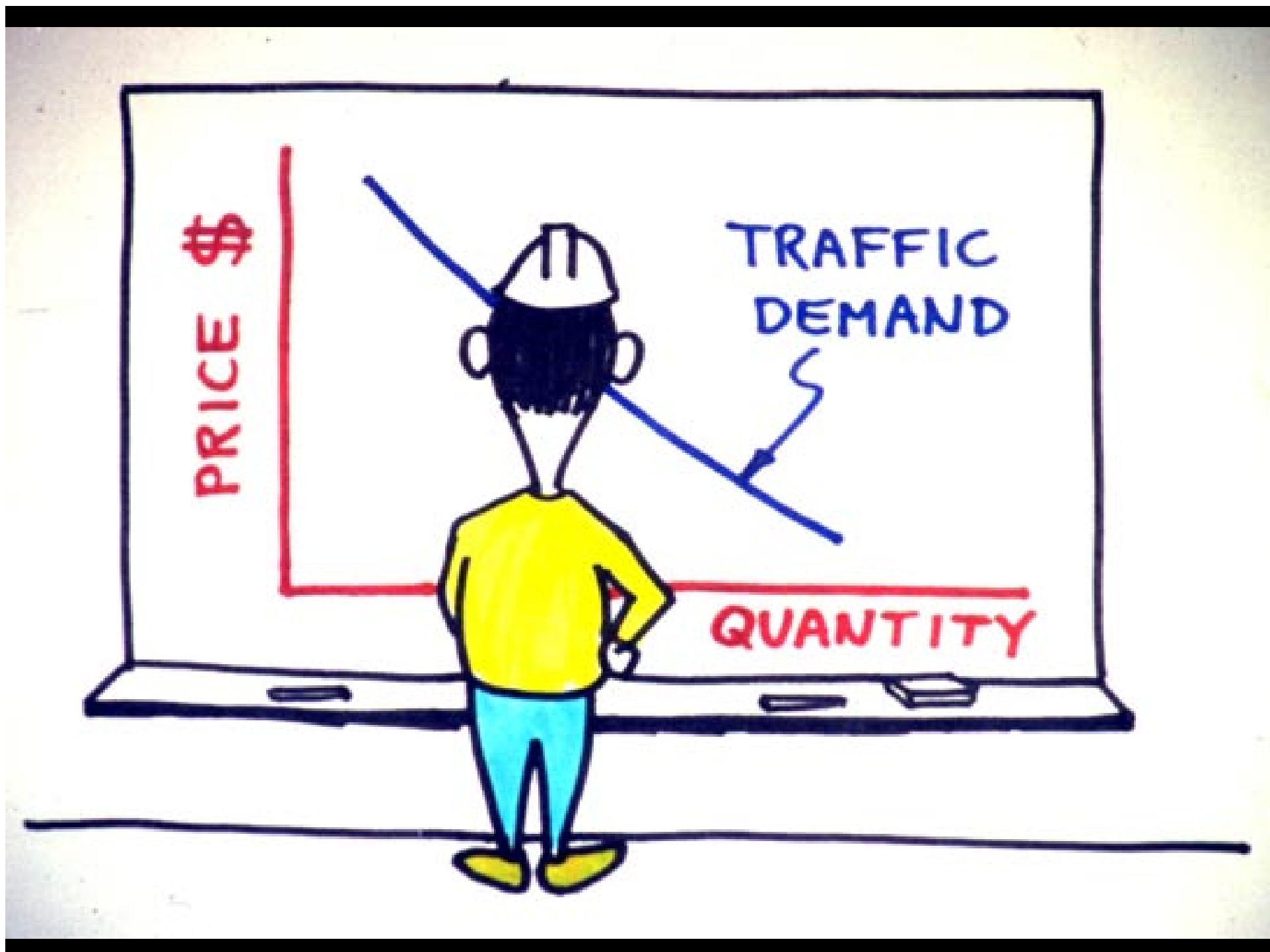
ONCE YOUR
STREET IS **IMPROVED**, THE
CURB WILL BE RIGHT
HERE






UPGRADES? SURE IT'S GOT
PLENTY. EVEN THE STREET
GOT **UPGRADED** TO AN ARTERIAL
JUST THE OTHER DAY.





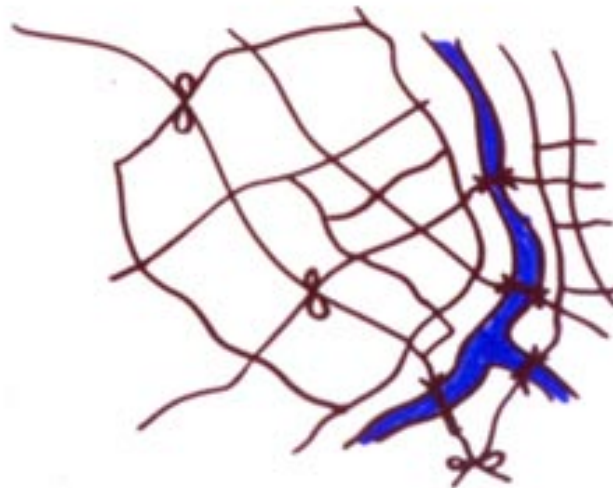
WE HAVE
HAD ABOUT 30,000
ACCIDENTS IN THE COUNTY
EVERY YEAR FOR THE PAST
FIVE YEARS

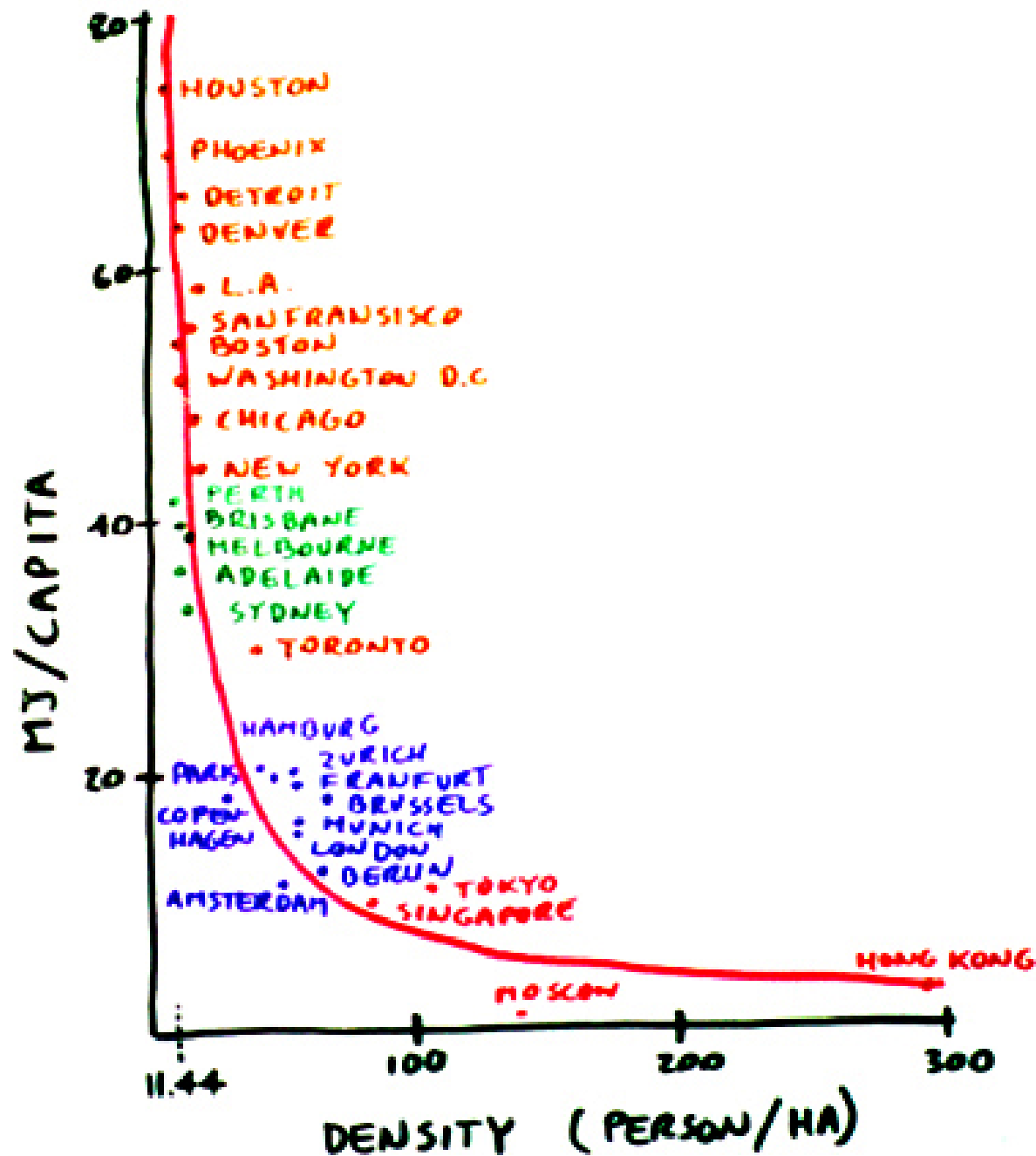


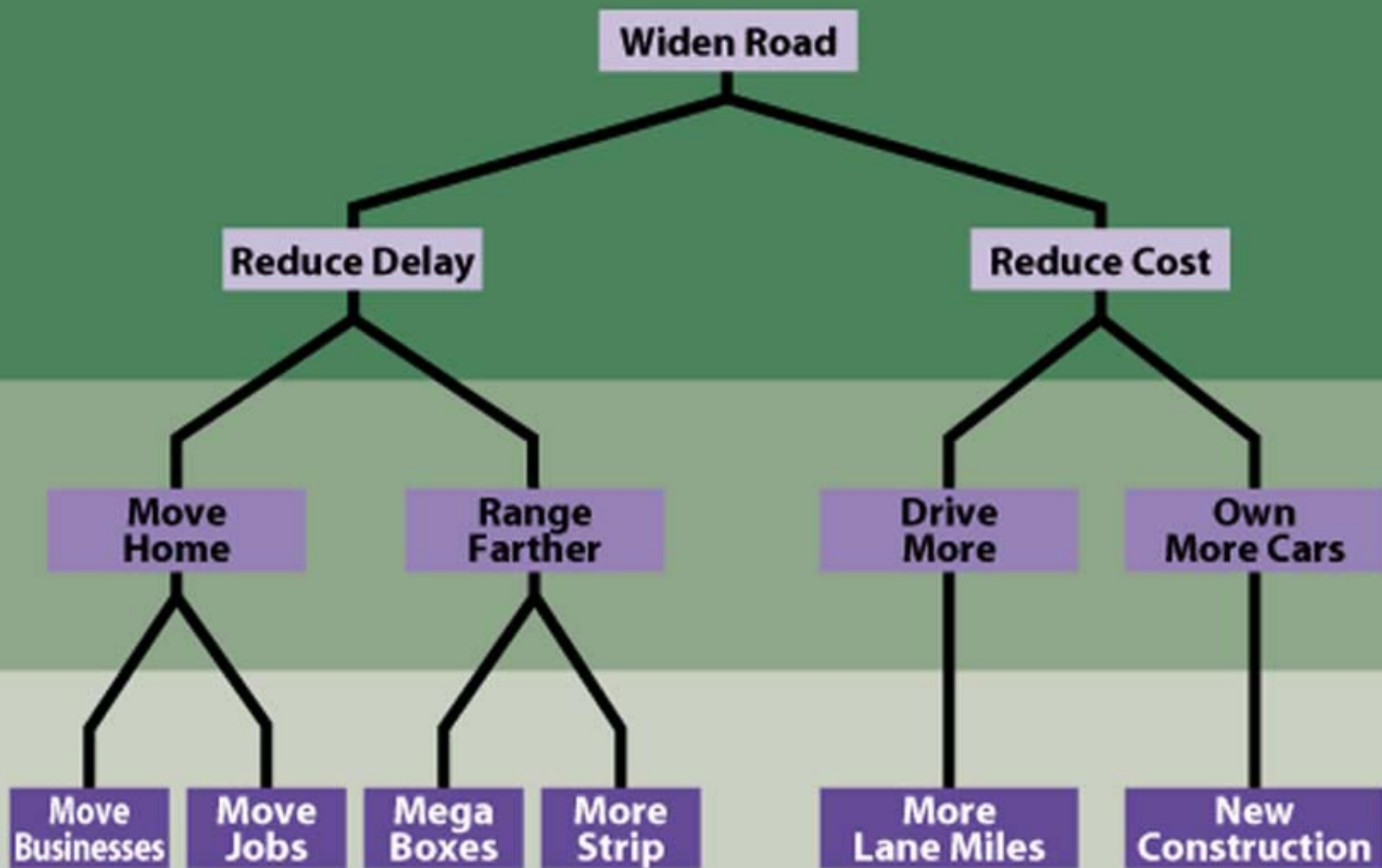
An aerial photograph showing a massive traffic jam on a multi-lane highway. The road is completely filled with cars, stretching far into the distance. A speech bubble is overlaid on the image, pointing to the congestion.

TO MAKE THIS MORE
EFFICIENT, SHOULD I ADD TWO MORE
OR FOUR MORE LANES ?

EFFICIENCY ?



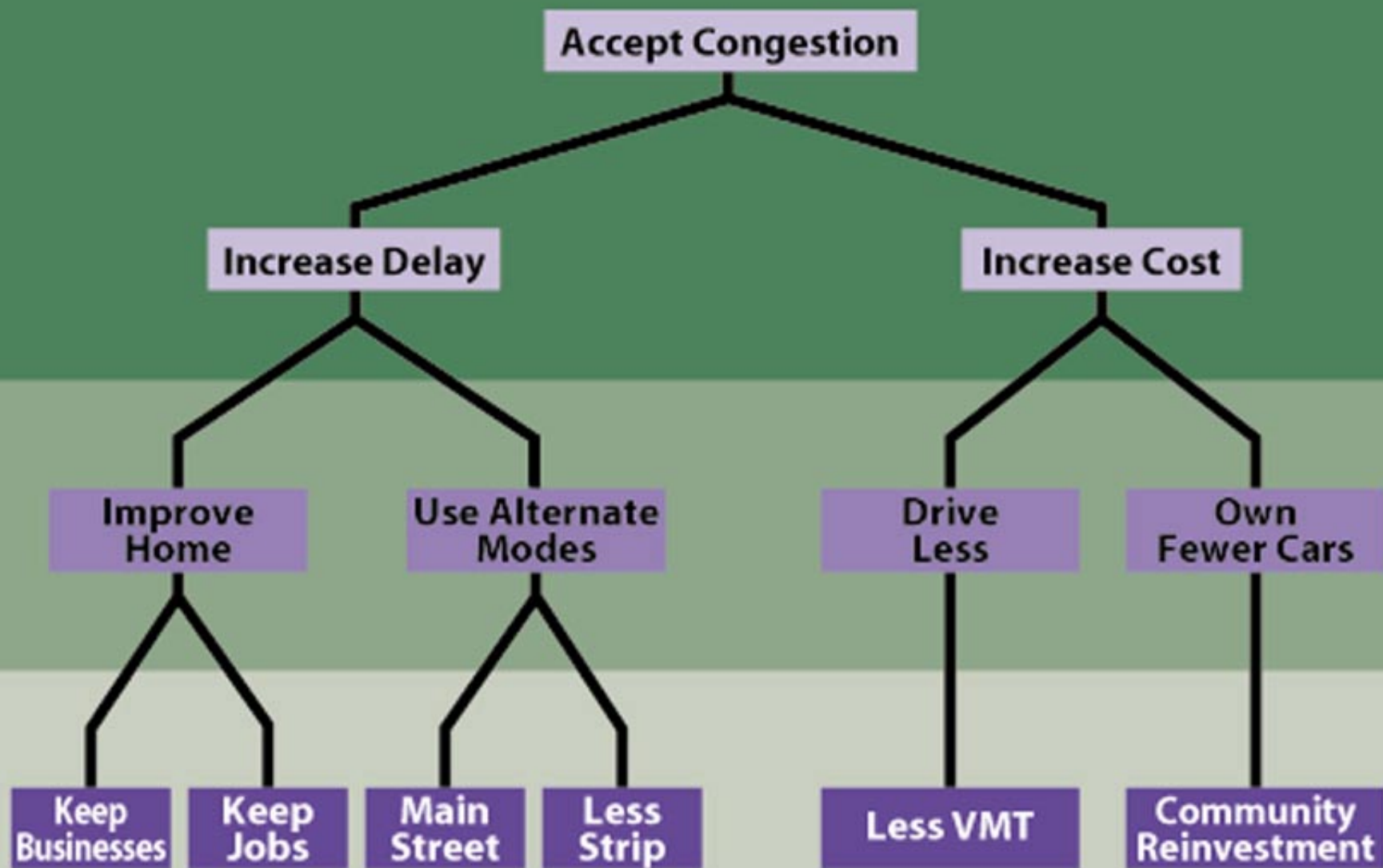




First Order

Second Order

Third Order



First Order

Second Order

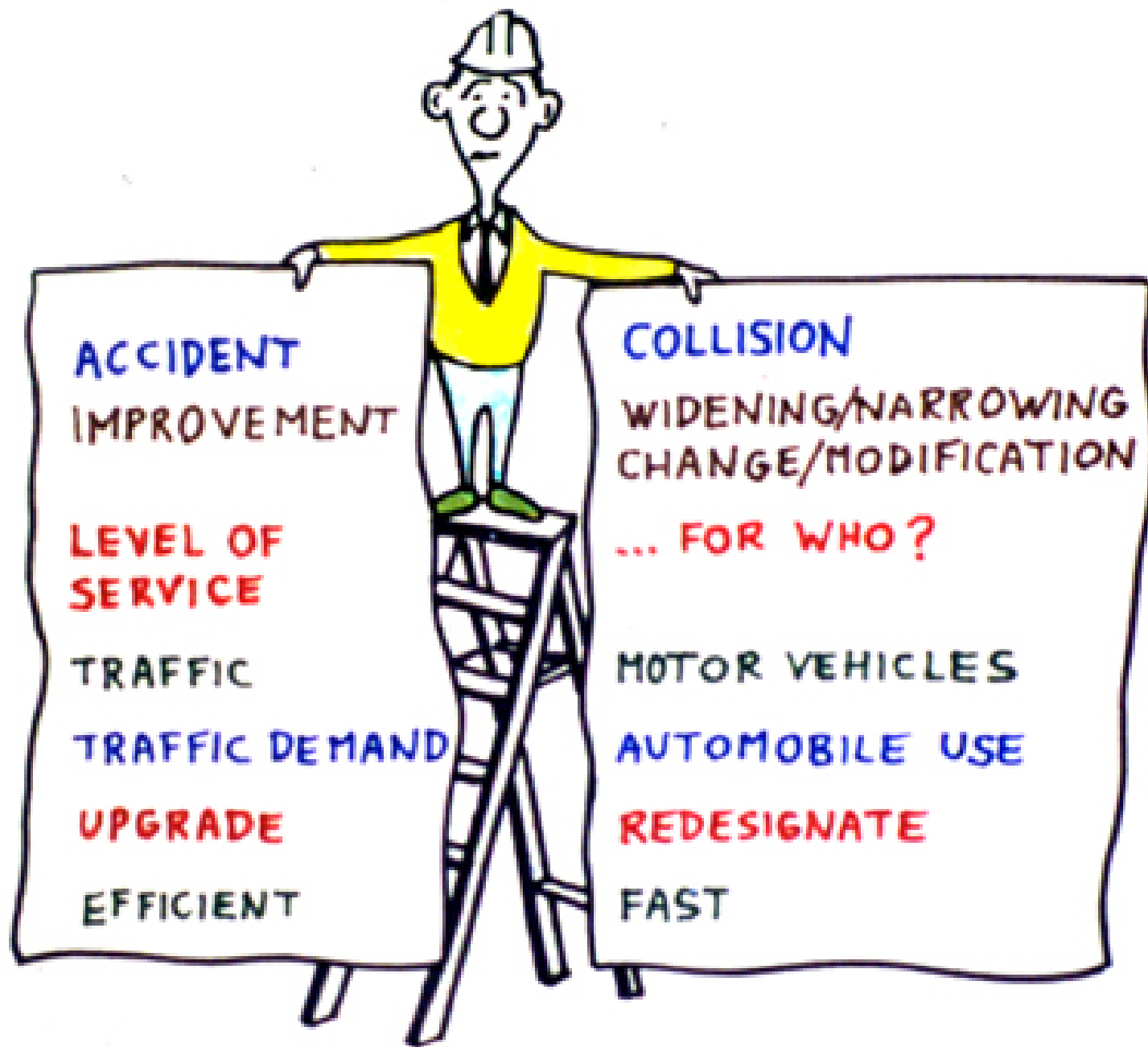
Third Order

I TOLD YOU THAT SIX
LANES WOULD IMPROVE
THE *LEVEL OF SERVICE*.





CAPACITY OF
STREETS



ACCIDENT
IMPROVEMENT

LEVEL OF
SERVICE

TRAFFIC

TRAFFIC DEMAND

UPGRADE

EFFICIENT

COLLISION

WIDENING/NARROWING
CHANGE/MODIFICATION

... FOR WHO?

MOTOR VEHICLES

AUTOMOBILE USE

REDESIGNATE

FAST











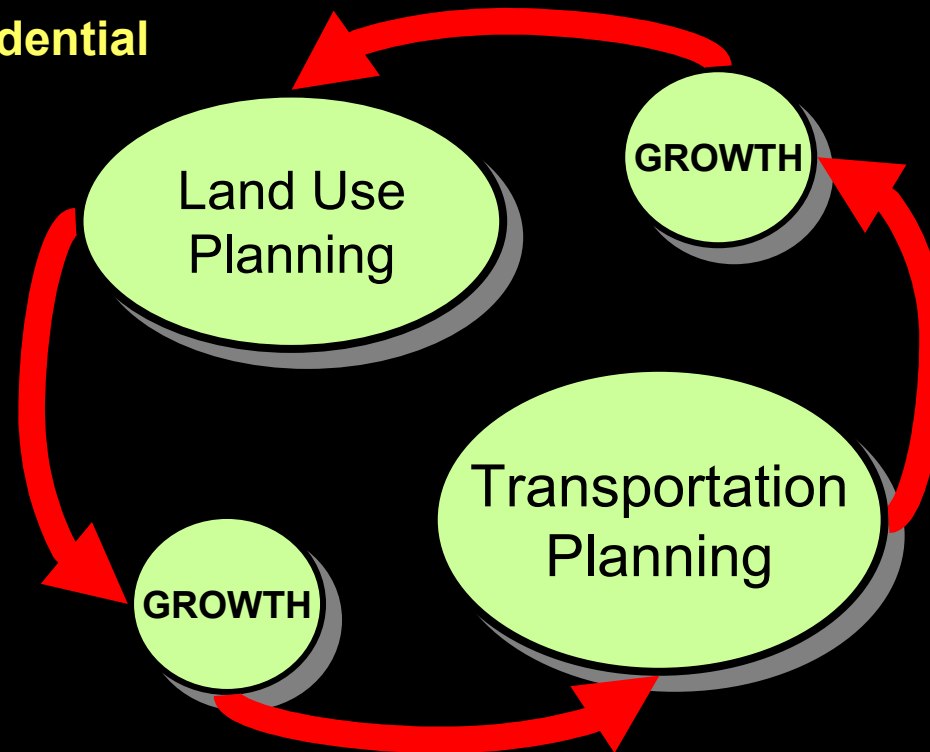
Conventional Development Cycle

INPUTS

- Auto Oriented Business
- Single Use Zoning
- Single Family Residential

OUTCOMES

- Wider Roads
- Induced Traffic
- More Traffic



OUTCOMES

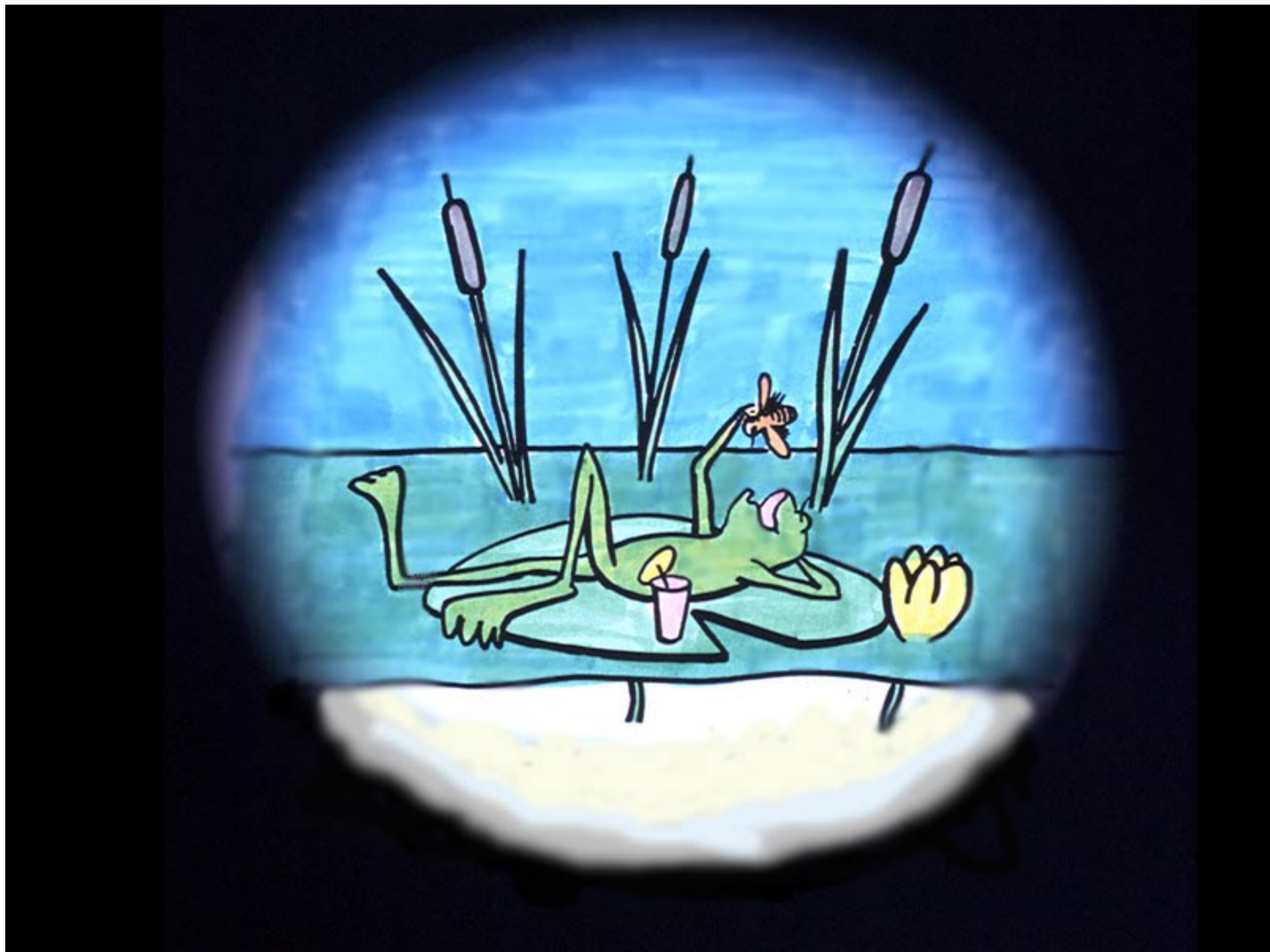
- Isolated Neighborhoods
- Multiple Automobile Trips
- Poor Mobility
- Difficult Walking

INPUTS

- Traffic Demand Forecasting
- Congestion
- LOS

**OUR MODEL
TELLS US THAT
ANOTHER BRIDGE
WILL BE NEEDED
BY 2020**





Healthy Development Cycle

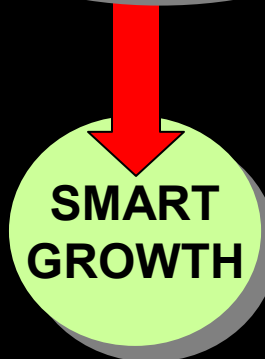
INPUTS

- Diversity of Business
- Mixed Use Zoning
- Diversity of Residential Units
- Context Sensitive Design
- Community Involvement



OUTCOMES

- Healthy Neighborhoods
- Choices of Transportation
- More Open Space
- Sense of Place
- Sense of Community



OUTCOMES

- More Walking & Bicycling
- Increased Access

NCHRP

REPORT 456

**NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM**

Guidebook for Assessing the Social and Economic Effects of Transportation Projects

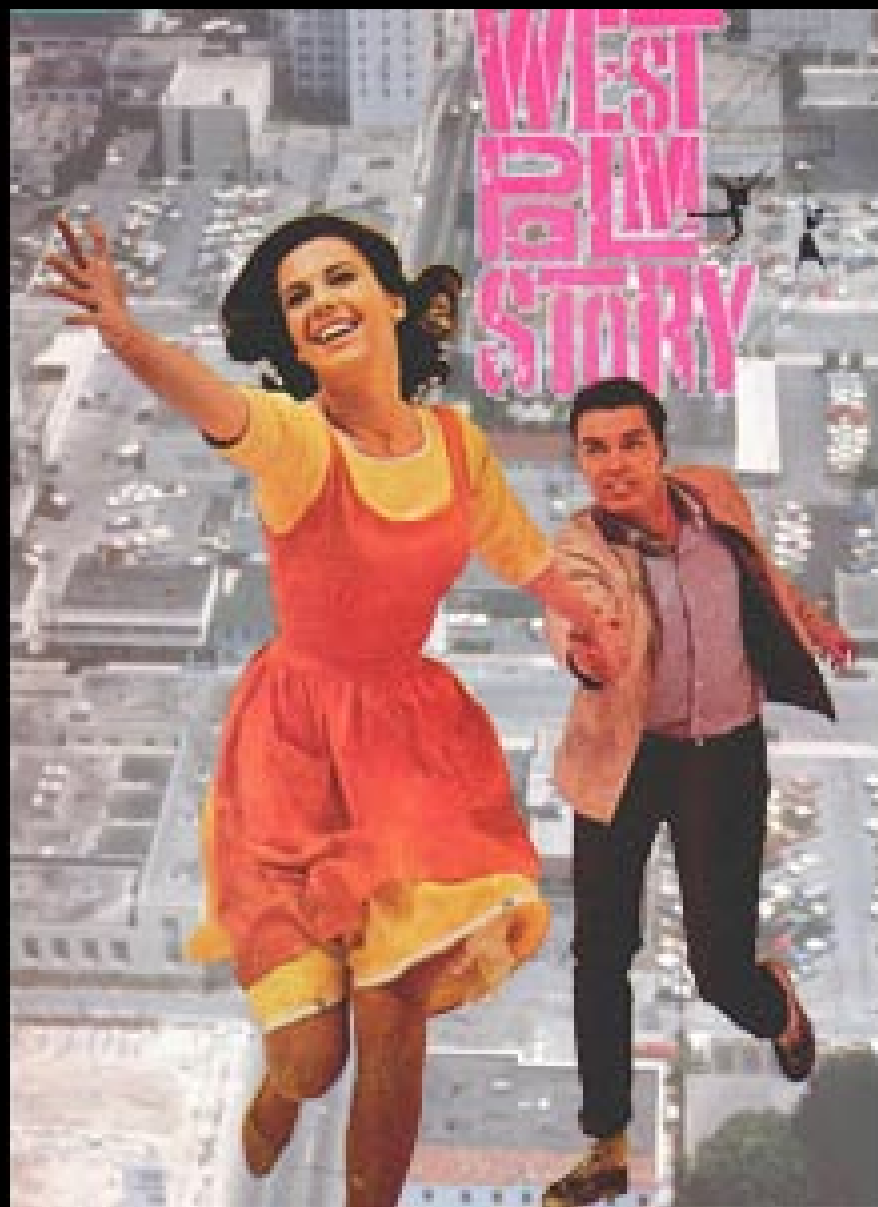
TRANSPORTATION RESEARCH BOARD

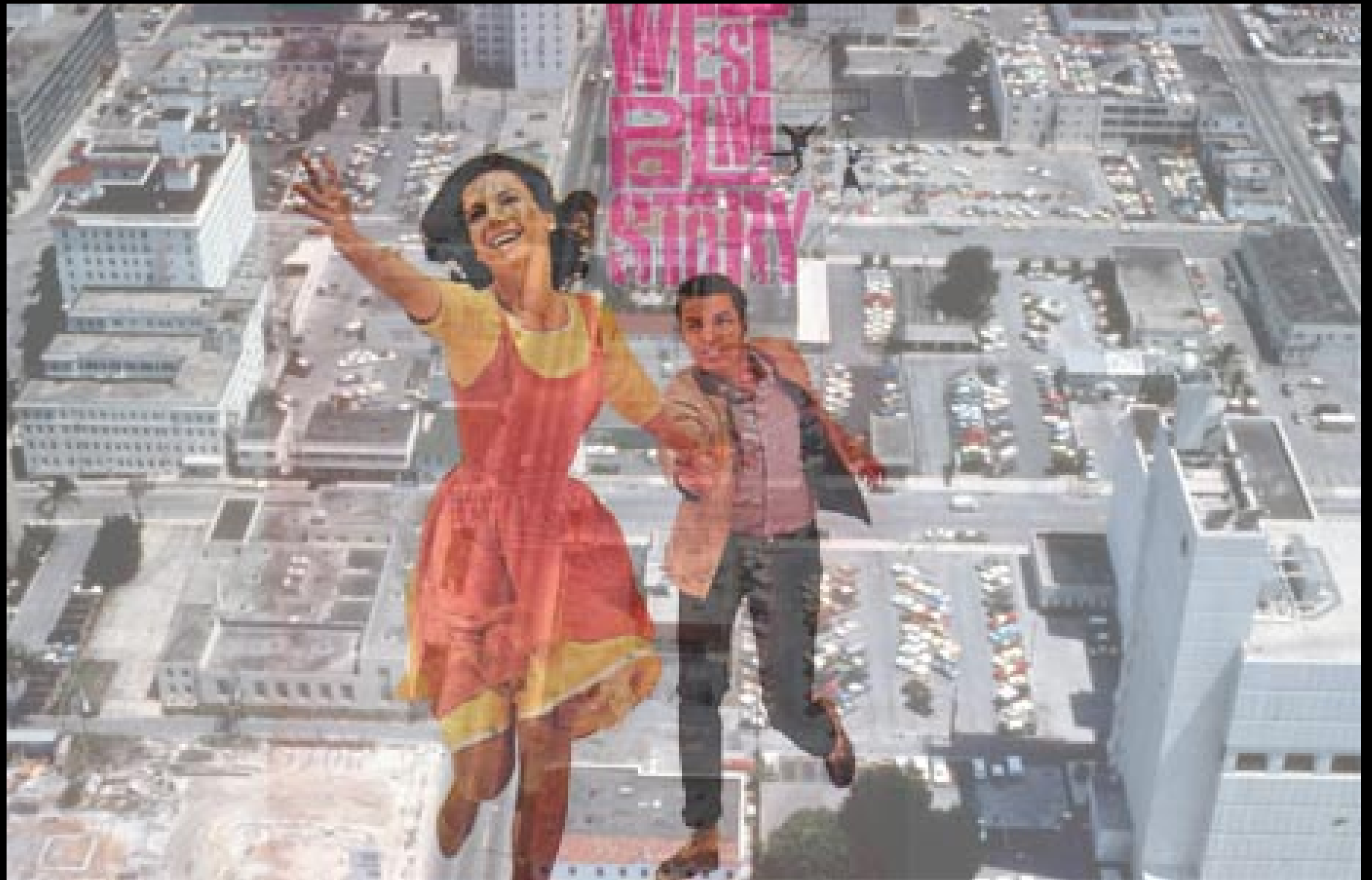
NATIONAL RESEARCH COUNCIL

HIGH L.O.S.



SUCCESSFUL
CITY







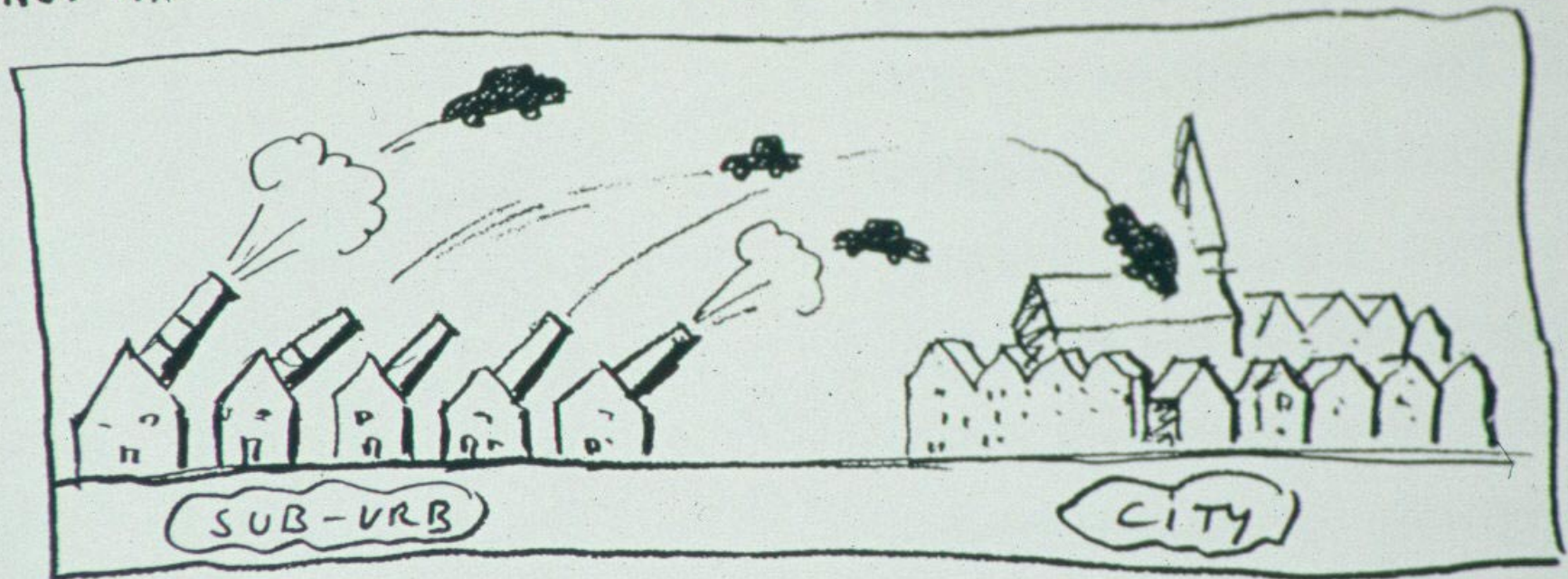








NOT THE CAR BUT THE SUBURBAN HOME IS THE DEADLY WEAPON



DAILY SUBURBAN MORTARFIRE AGAINST URBAN CENTERS







Existing Condition of Downtown West Palm Beach - 1993





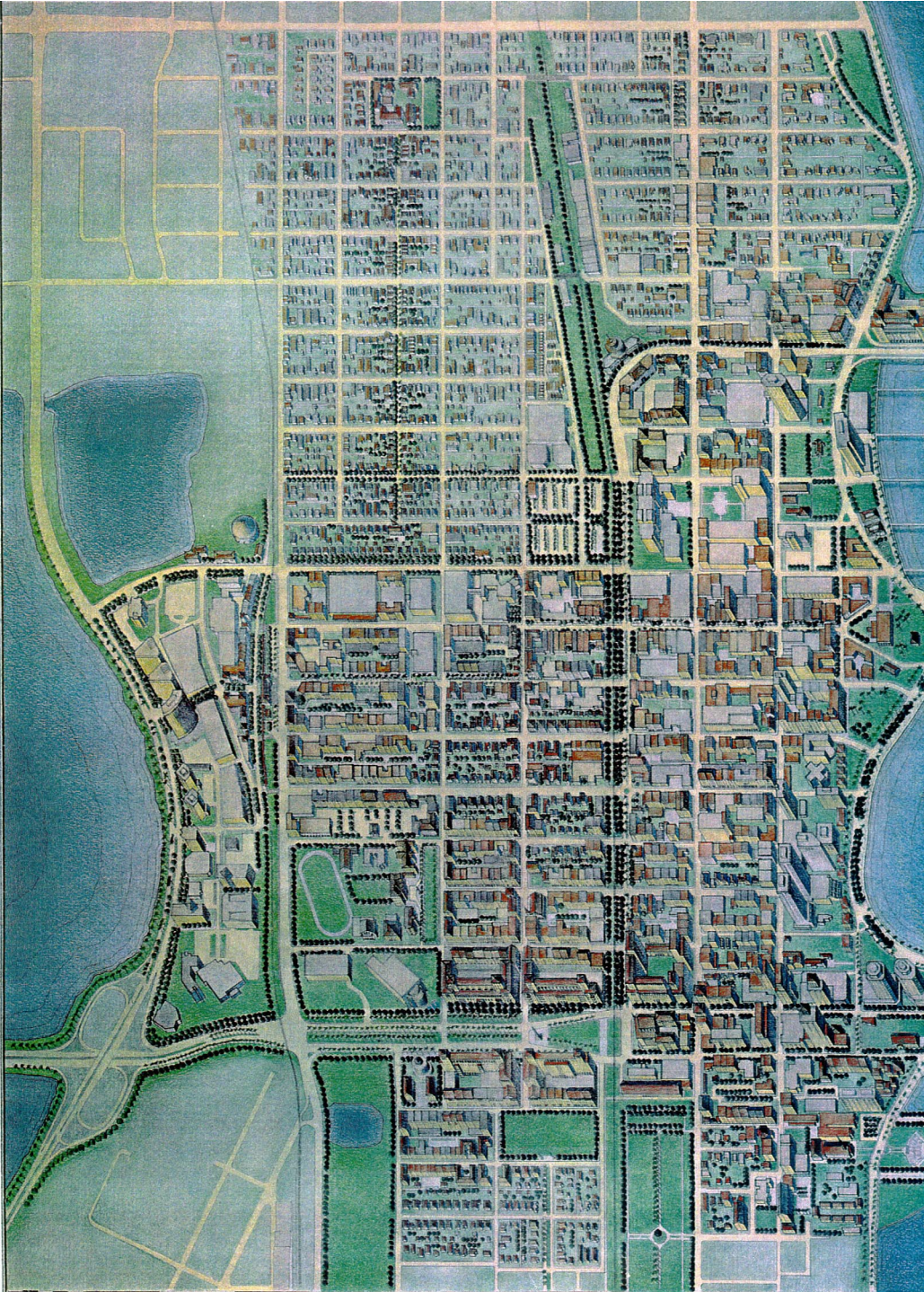














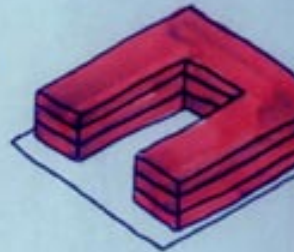
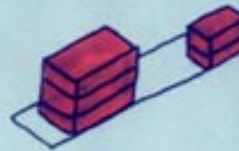
Okeechobee Boulevard — View Looking East

AREA 2 - REGULATING PLAN
CLEMATIS STREET DISTRICT,
EL CAMPEON BOULEVARD DISTRICT

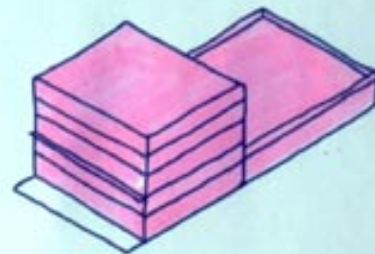




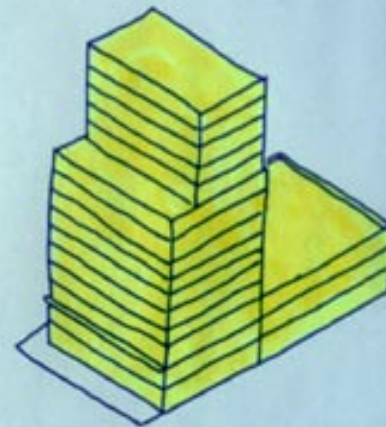
1



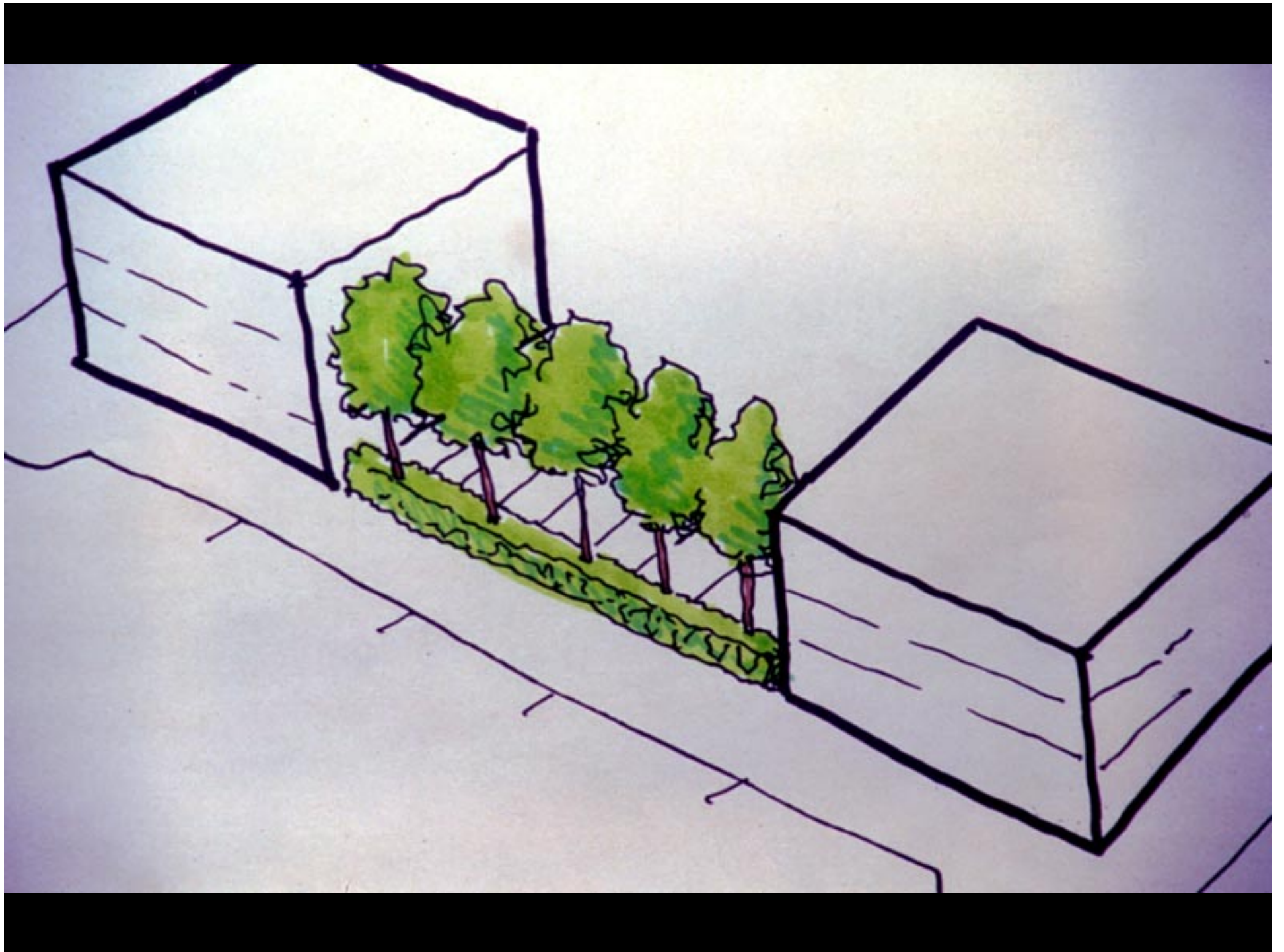
2



3



4

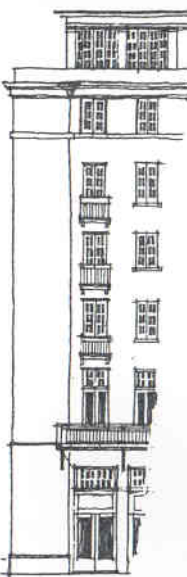
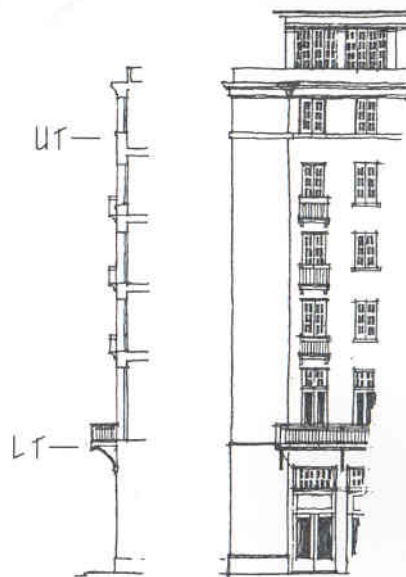
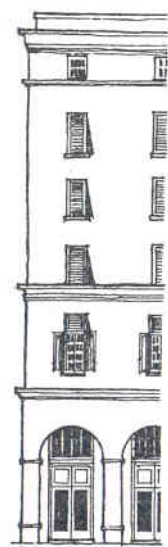
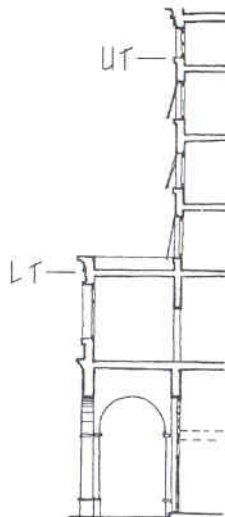
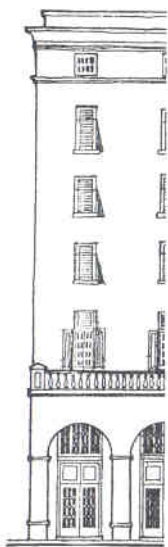
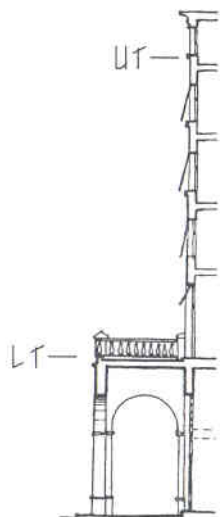
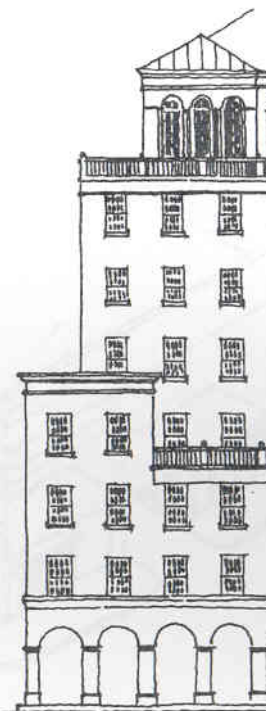
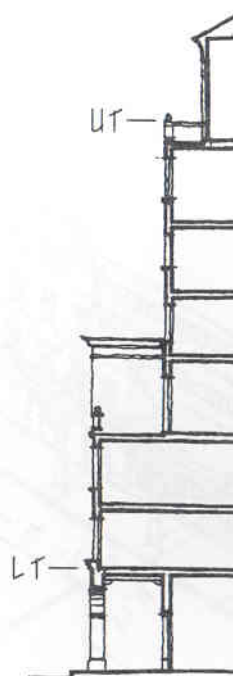
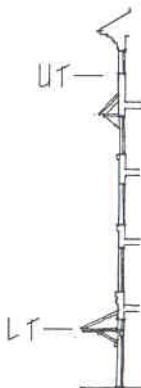
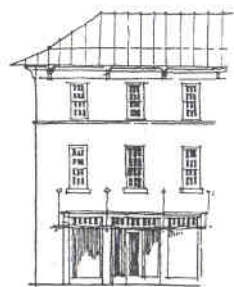
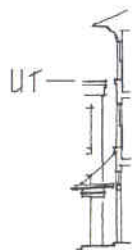


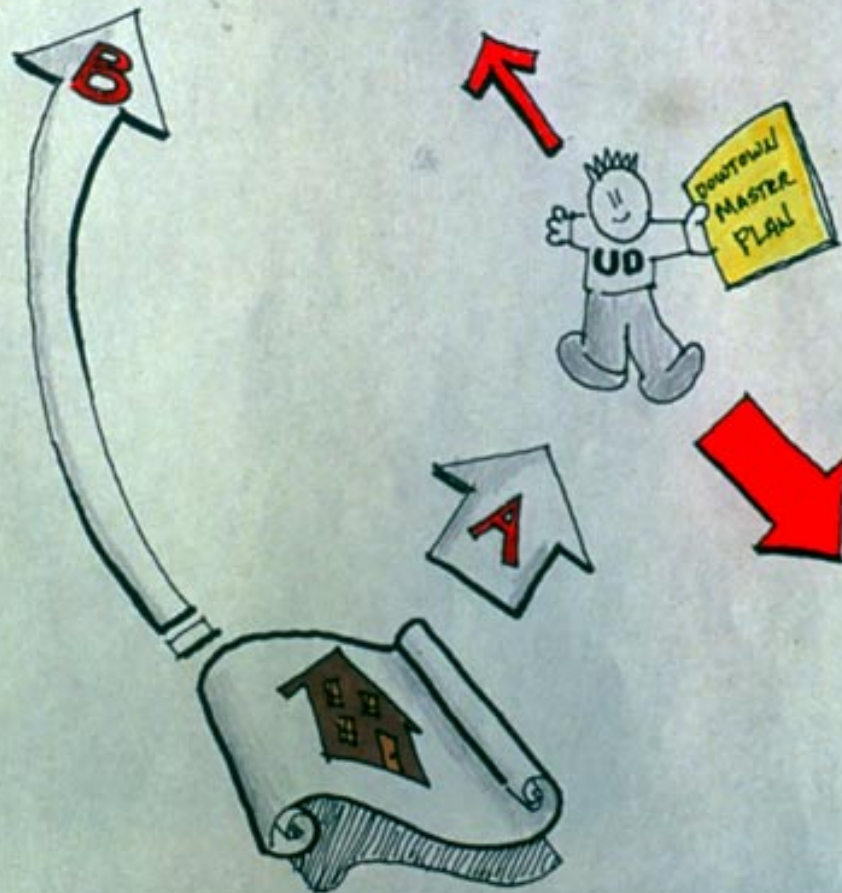
3'-0"
MAX.

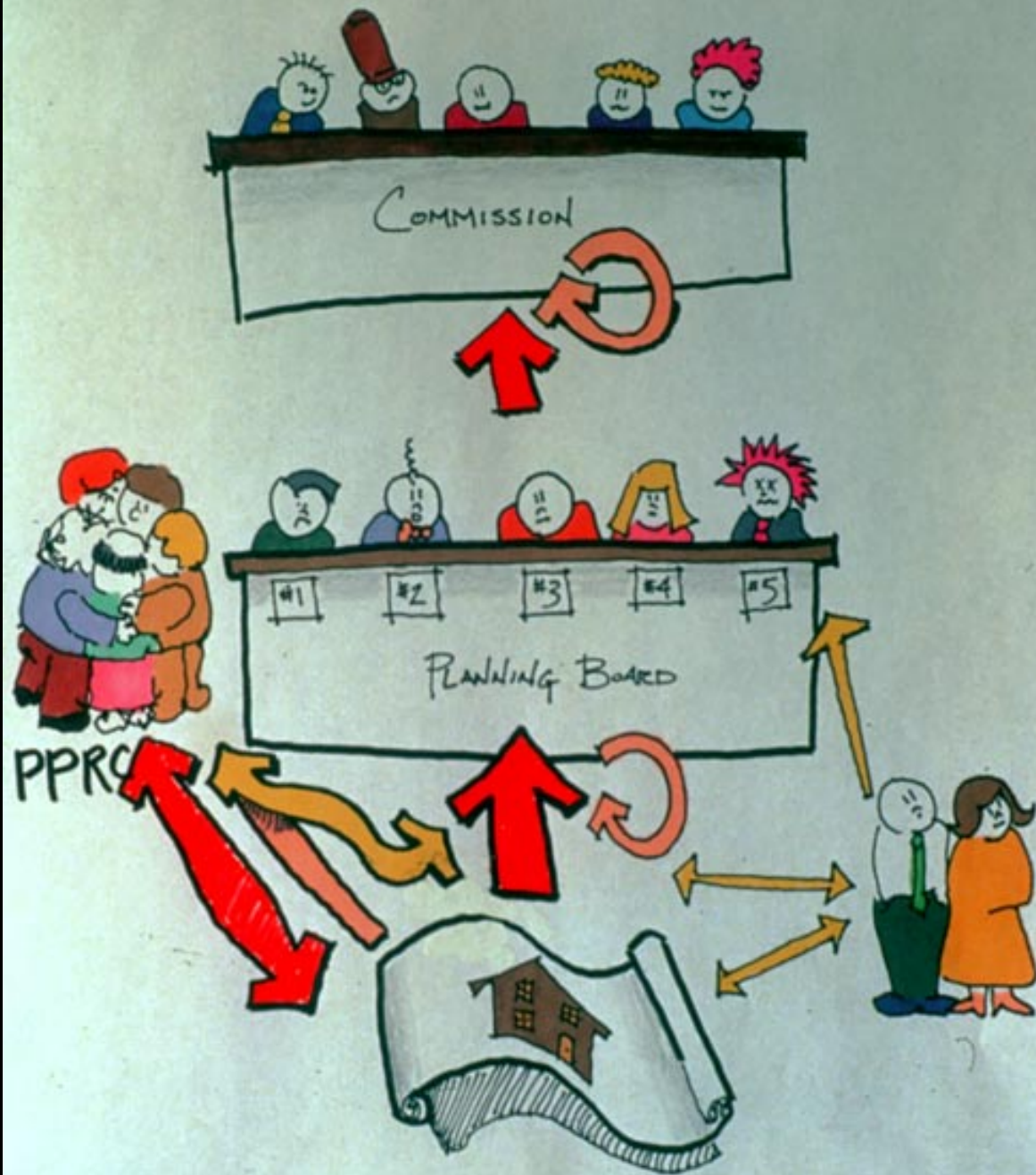
SIGN

Sign

SIGN



















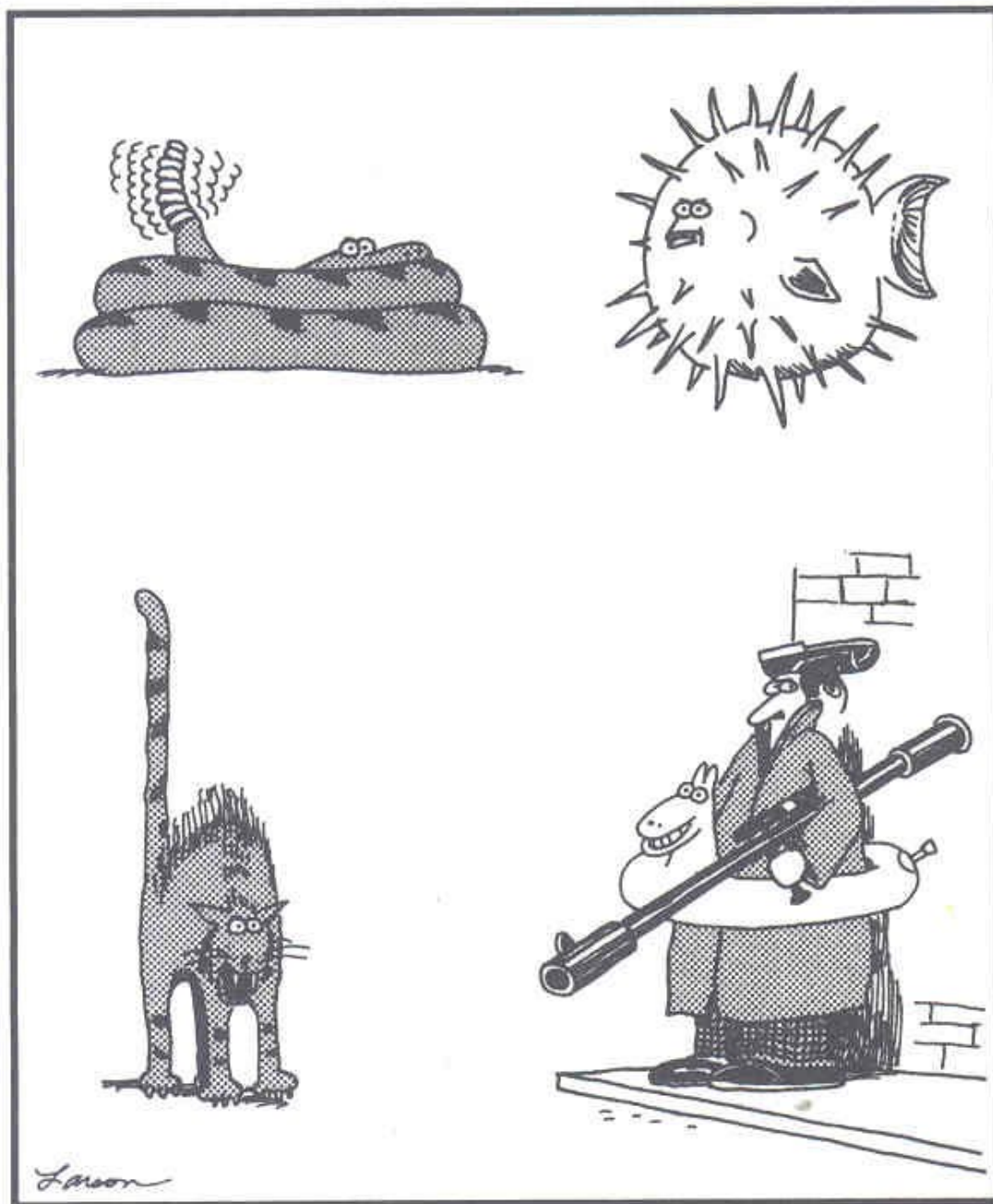












How Nature says, "Do not touch"





















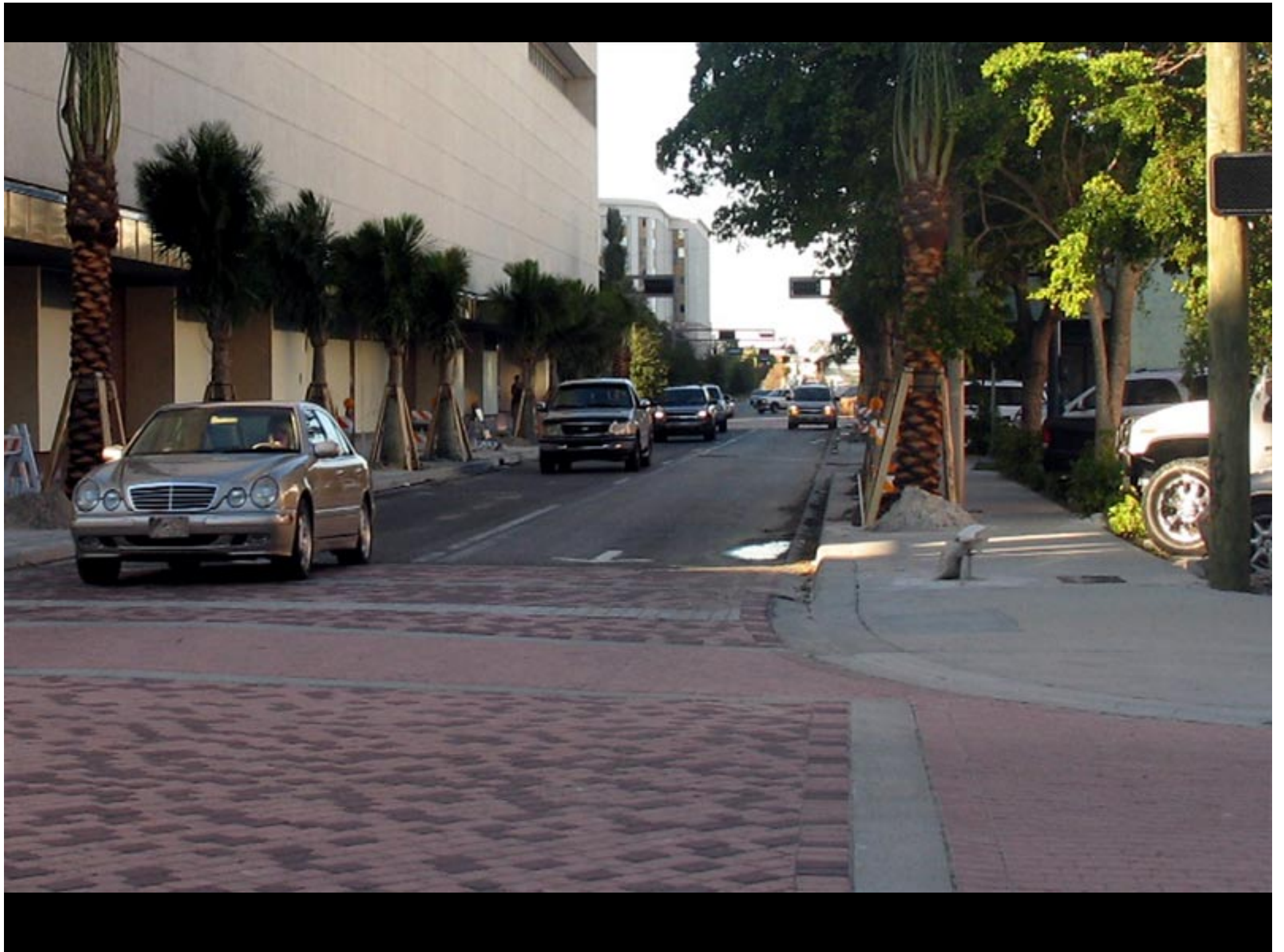
























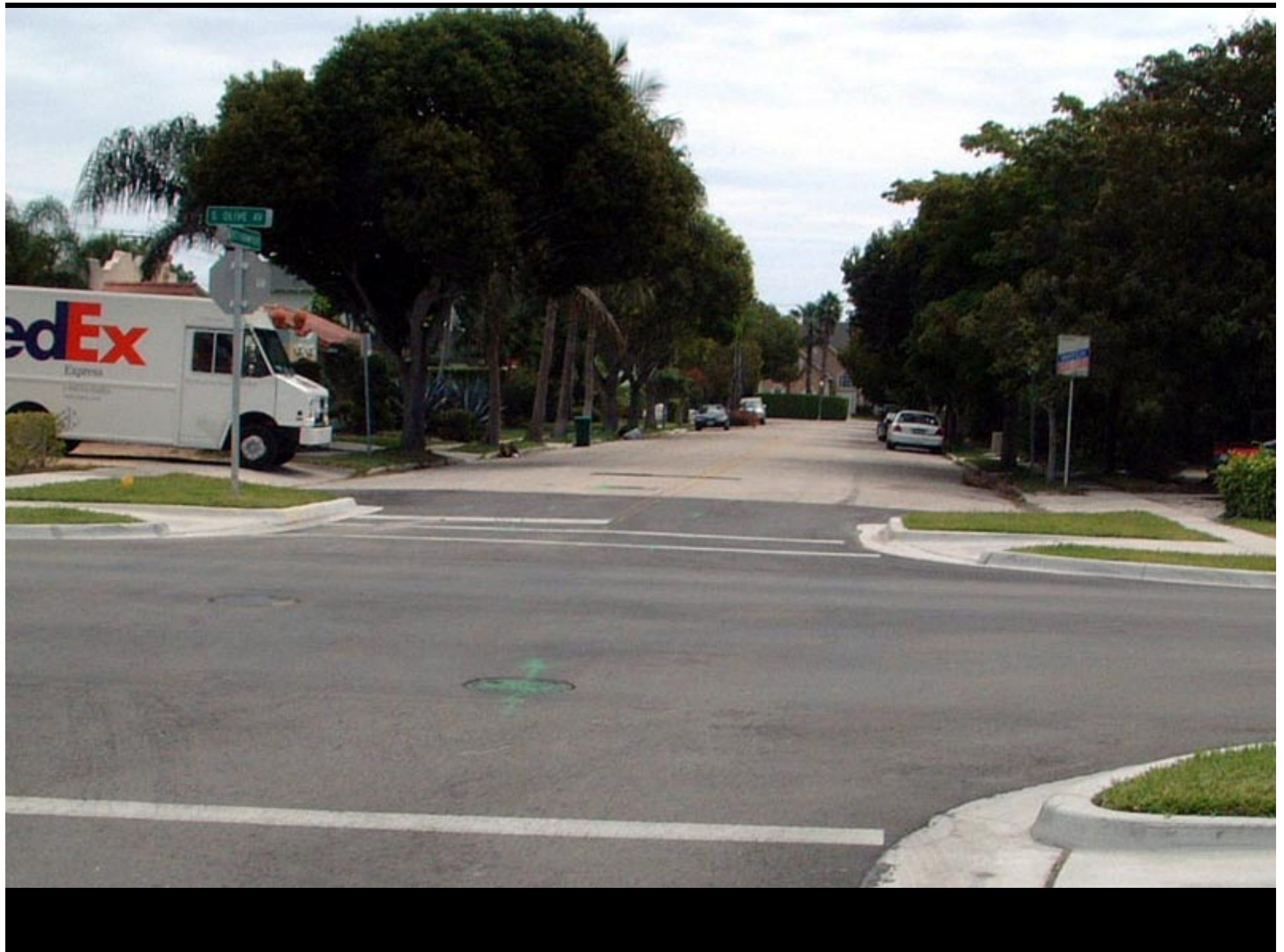














ATLANTIC OCEAN

THE BREAKERS

INTERCOASTAL

CLEMATIS STREET

PALM BEACH STREET

COURTHOUSE

POLICE STATION

TRAIN STATION

CITYPLACE

KRAVIS CENTER

WEST PALM BEACH

AUSTRALIAN AVENUE

CLEAR LAKE

SHERATON







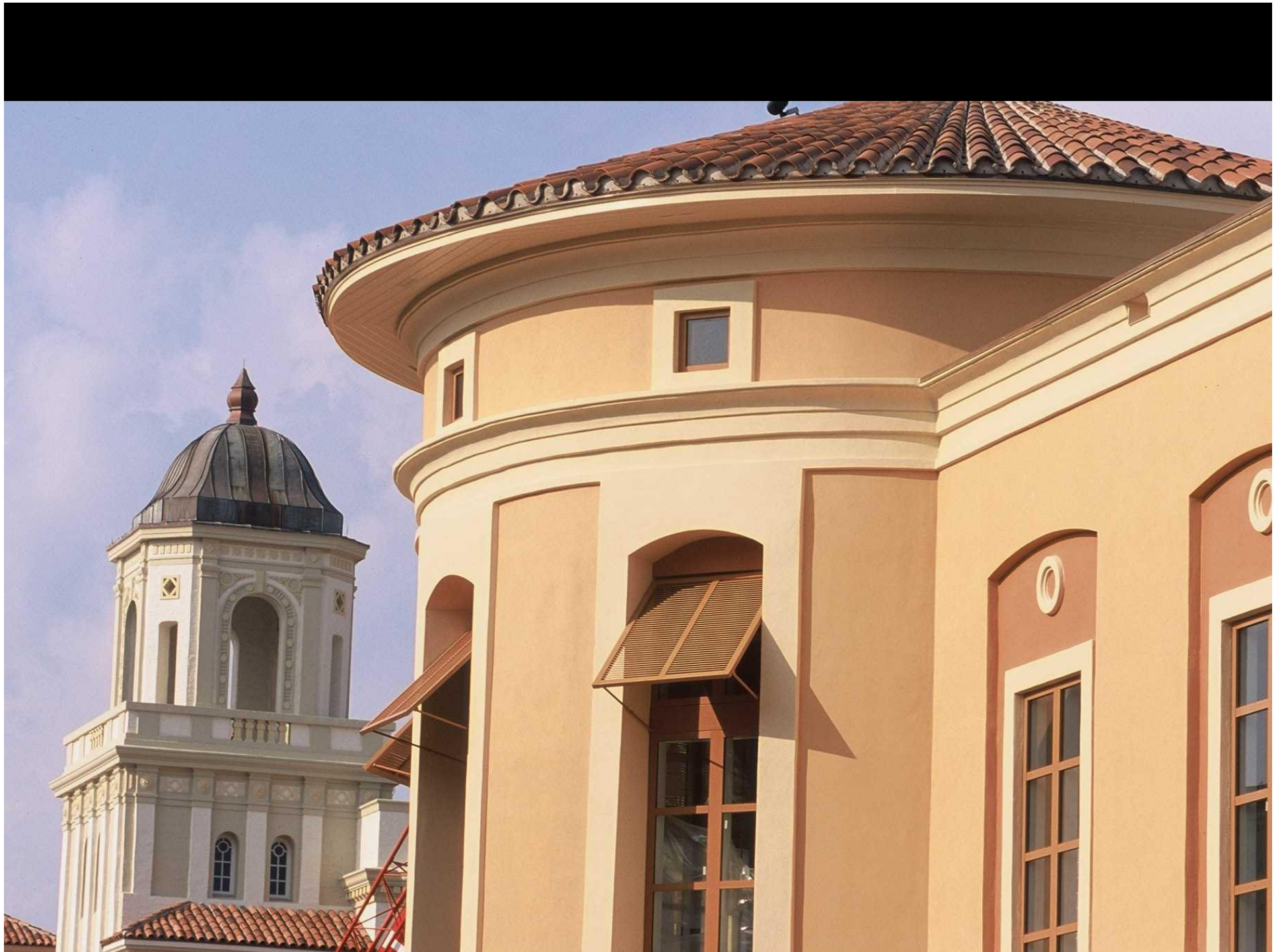




































**Car No. 202 “Doomed! This will be cremated at the Nat tonight.
The end of 1,625,789 miles of faithful service.”**





































STREET USERS



MOBILE

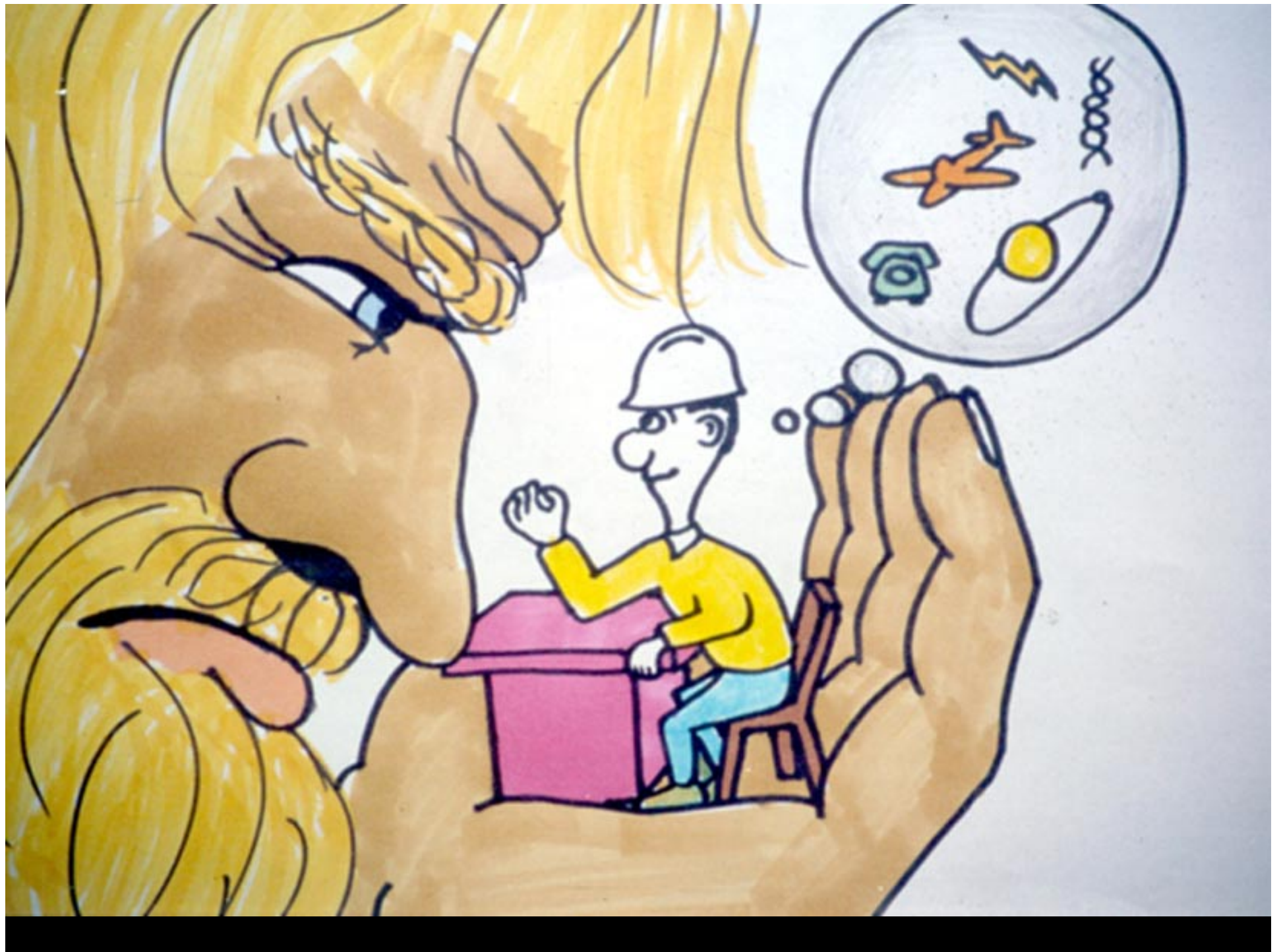
STREET USERS



MOBILE

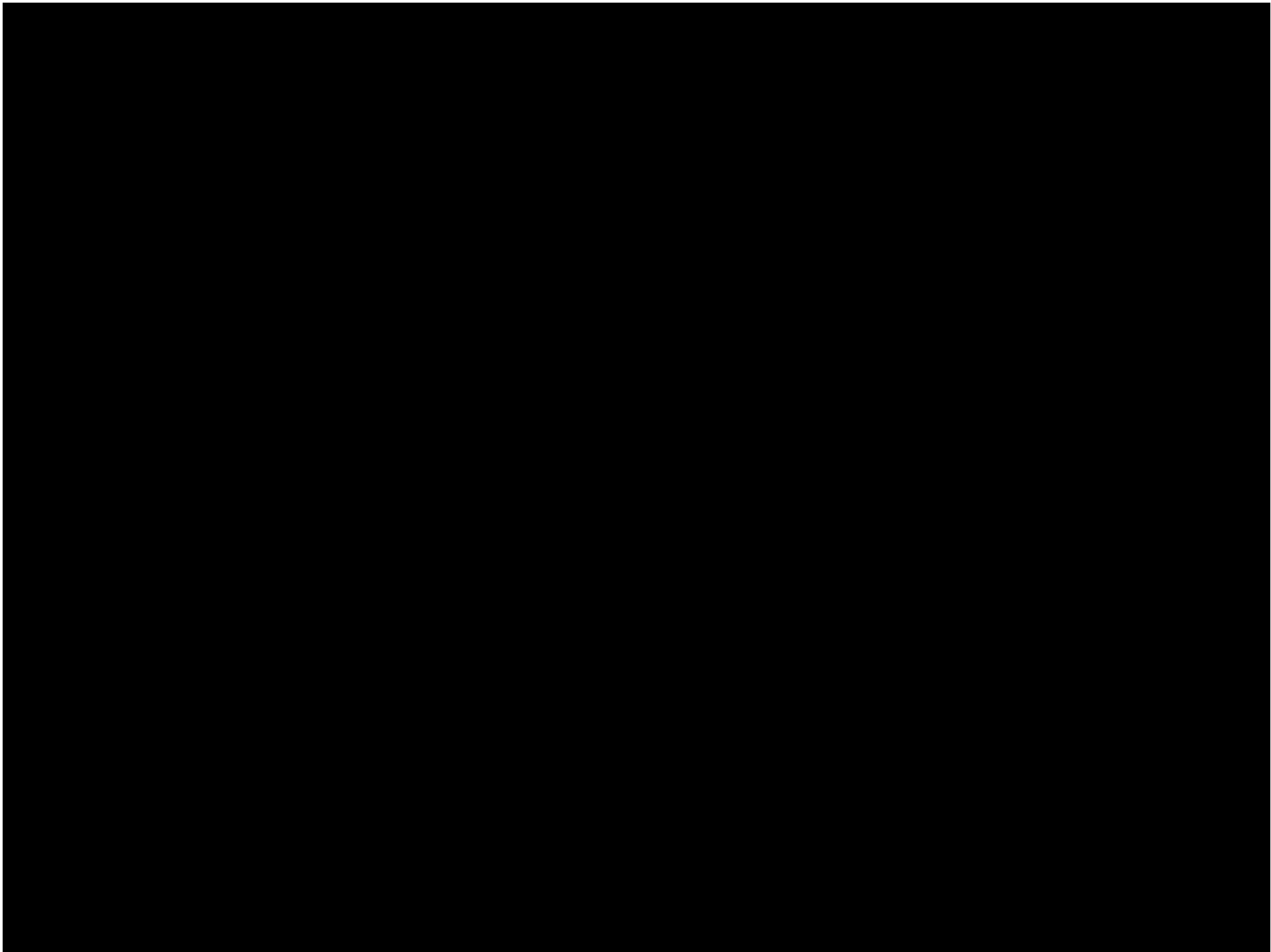
STATIC

VULNERABLE



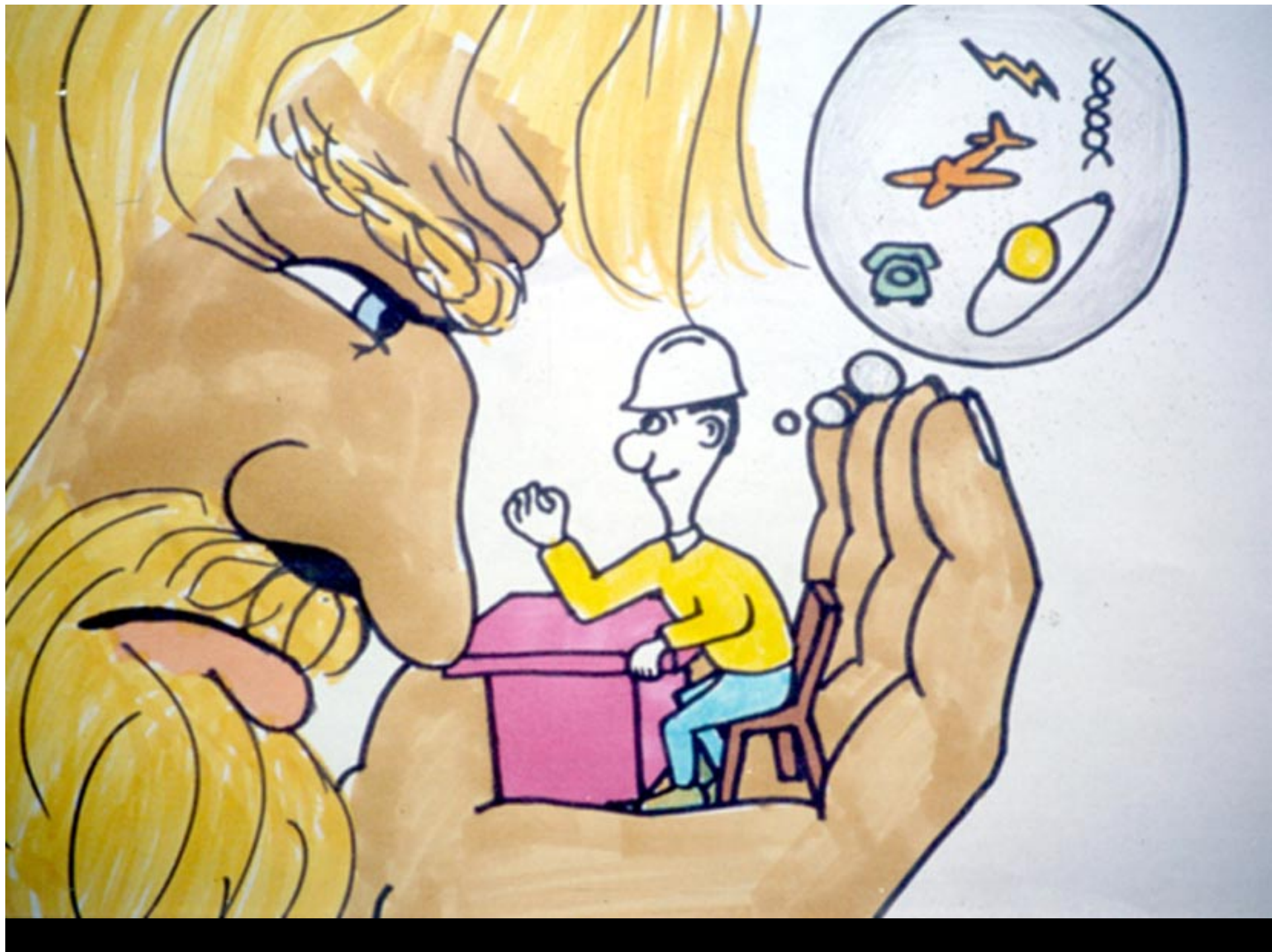
Go for the banana!







Go for the banana!



STREET USERS



MOBILE

STATIC

VULNERABLE

STREET USERS



MOBILE